



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

400 Seventh Street, S.W.  
Washington, D.C. 20590

Dear Crash Data Researchers/Users:

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If you requested NHTSA to query its database files in order to identify a specific crash, then that query was made using non-personal descriptors you provided for use in our search. This motor vehicle crash may have been identified from a data search and matches the general, non-personal descriptors you provided, but we cannot confirm that this is the specific crash report you requested.

If you have any questions with regard to the above procedures, please contact the Field Operations Branch, Crash Investigation Division, National Center for Statistics and Analysis at 202-366-4820. Again, please be advised that we cannot confirm that this is the case that you have specifically requested nor can we certify the information to be correct.

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AUTO SAFETY HOTLINE  
(800) 424-9393  
Wash. D.C. Area 366-0123

UMTRI - 96 - 8  
VERSION 05

**UM-3705-98**  
**1998 Buick LeSabre**

# In-depth Vehicle Occupant Report

The University  
of Michigan  
Transportation  
Research Institute

UMIVOR-UMIVOR-UMIVOR



## **DISCLAIMERS**

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The crash investigation process is an inexact science which requires that physical evidence such as skid marks, vehicular damage measurements, and occupant contact points are coupled with the investigator's expert knowledge and experience of vehicle dynamics and occupant kinematics in order to determine the pre-crash, crash, and post-crash movements of involved vehicles and occupants.

Because each crash is a unique sequence of events, generalized conclusions cannot be made concerning the crashworthiness performance of the involved vehicle(s) or their safety systems.

## UM-3705-98

Case Veh. (A): 1998 Buick  
Type: LeSabre Limited, 4-door sedan  
Driver: 69-year-old female  
CDC: 12-FCEN-3

### Situation

(Slide 1) The weather was clear, the roads were dry, and it was daylight. (Slide 2) Case vehicle (A) was traveling north at an unknown speed in the northbound lane of a 2-lane asphalt road in a rural area. The driver is a diabetic and had an insulin reaction just as her vehicle approached a right-hand curve. (Slide 3) She had a dizzy episode and may have lost consciousness, causing the vehicle to travel straight, crossing the centerline, and exiting the north edge of the roadway. (Slide 4, 5) Case vehicle (A) traveled 10 meters off the road before striking a 30 cm in diameter tree with its front-end. Case vehicle (A) came to rest with its front-end against the tree, facing north.

(Slide 6, 7, 8, 9, 10) Using the WinSmash accident-reconstruction program and c-values measured for case vehicle (A), the following Equivalent Barrier Speed was calculated:

Vehicle	Variable	Calculated Velocity Change - kph (mph)		
		Total	Longitudinal	Latitudinal
Case Vehicle (A)	EBS	39 (24)	-39 (-24)	0 (0)

### Exterior Damage

(Slide 11, 12) Damage to the front of case vehicle (A) was extensive with a maximum crush of 75 cm to the center portion of the front bumper. The direct damage length was 29 cm and located over the center portion of the bumper. (Slide 13) The front bumper was crushed, the grille was damaged, the right headlight assembly was deformed,

and the left headlight assembly was broken. (Slide 14) The hood was crushed, the damaged hood latch was released, and both hood hinges were deformed, but not separated. (Slide 15) The rear edge of the hood was elevated, and it contacted and cracked the left-lower corner of the windshield. (Slide 16) On the left side, the front fender was deformed, and the left wheelbase was reduced 5 cm. (Slide 17, 18) On the right side, the front fender was deformed, and the right wheelbase was reduced 3 cm.

### Interior Damage

(Slide 19, 20) This vehicle is equipped with steering-wheel and passenger frontal-impact airbags which deployed during the frontal impact. (Slide 21) There were pink lipstick marks on the center portion of the steering-wheel airbag skin, indicating driver facial contact, and there were tiny cuts in the airbag skin from windshield glass. There was blood on the airbag skin from driver hand wounds. (Slide 22, 23) There was no damage to the steering-wheel rim, and no rotation of the steering column. (Slide 24) The left-center portion of the windshield was cracked from driver-left hand contact. (Slide 25, 26, 27) There was no damage to the upper portion of the instrument panel, center dash area, or glove compartment. (Slide 28) The trim piece located on the mid portion of the instrument panel popped off, (slide 29) and the lower portion of the instrument panel was damaged and contacted by the driver. (Slide 30) The gas pedal was bent laterally to the left, indicating driver foot contact. There was no other interior damage and no intrusions were noted.

### Occupant Kinematics and Injuries

(Slide 31) The 69-year-old female driver was wearing the 3-point belt and the airbag deployed. She reportedly had the seat in the forward seat-track position, and the tilt steering wheel in the mid position. The shoulder-belt anchor point was adjusted to the lowest position on the B-pillar. During the frontal impact the driver continued forward into

the belt restraint and deploying airbag. (Slide 32) Her face was contacted by the deploying airbag, resulting in an abrasion to her left cheek. (Slide 33) She sustained contusions to her left anterior forearm, and left anterior upper arm, probably from contact by the deploying airbag. She also sustained lacerations to her left posterior hand and forearm, and a contusion to her left posterior hand across the knuckles, due to her hand being flung into the windshield by the airbag, as evidenced by star-pattern cracks in the windshield above and to the left of the steering wheel. She also sustained a sprain to her right thumb, probably from the deploying airbag or steering wheel. She sustained circular shaped contusions to her left and right breasts from the deploying airbag, (slide 34) and her right foot contacted and deformed the gas pedal, resulting in a sprain to her right ankle. (Slide 35) Scuff marks on the lower portion of the instrument panel indicate driver contact, but no injury was noted.

(Slide 36) The attached table summarizes the injury information for the restrained driver.

Occupant: Driver  
 Restraints: 3-point restraint worn, airbag deployed

Age: 69 years  
 Stature: 157 cm (5 ft 2 in)

Sex: Female  
 Mass: 59 kg (130 lb)

Injury Description	A.I.S.	Injury Source		
		Definite	Probable	Possible
Abrasion, left cheek	1	Airbag		
Contusion, left anterior upper arm	1		Airbag	
Contusion, left anterior forearm	1		Airbag	
Lacerations, left posterior forearm	1	Windshield (airbag fling)		
Lacerations, left posterior hand	1	Windshield (airbag fling)		
Contusion, left posterior hand across the knuckles	1	Windshield (airbag fling)		
Circular contusion, left breast	1	Airbag		
Circular contusion, right breast	1	Airbag		
Sprain, right thumb	1		Airbag, steering wheel	
Sprain, right ankle	1	Gas pedal/toe pan		
<u>Maximum A.I.S. Level</u>	<u>1</u>			
<u>Injury Severity Score</u>	<u>2</u>			

**TEAM CODE**

30

**ACCIDENT ID**

$$\begin{array}{ccccccccc} & & & & & & 1 & & \\ 0 & 3 & 7 & 0 & 5 & & & & \\ \hline & 3 & & & & & & 7 & \end{array}$$

**VEHICLE NUMBER**

$$\frac{1}{8}$$

## MODULE

A      D

## FORMAT

0     1  
11

**FORM VERSION**

0      5  
13

NO. OF CASE VEHICLES IN ACCIDENT

/

NUMBER OF SLIDES

$$\begin{array}{r} 3 \\ \hline 16 \end{array} \quad \begin{array}{r} 15 \\ 6 \\ \hline \end{array}$$

**TEAM REPORT NUMBER**

UM-3705-98  
18 27

28 \_\_\_\_\_ 37

## SPECIAL STUDY

(00) None

**(01) Offset Frontal**

**(98) Not Applicable**

99

DATE OF FIELD INVESTIGATION: [REDACTED] / 98

INVESTIGATOR: \_\_\_\_\_

**LOCATION WHERE VEHICLE WAS EVALUATED:**

MICHIGAN

**CIRCLE PHOTO RECORDS MADE:**

**SLIDES**

## NEGATIVES

## POLAROIDS

**REPORT PREPARED BY:**

GROUP



TIME		ENVIRONMENTAL CONDITIONS	
<p>DATE OF COLLISION <span style="background-color: black; color: black;">[REDACTED]</span> <u>98</u> m m d d y y</p> <p>HOUR OF COLLISION <u>1730</u> (24 HOUR CLOCK) 19 22</p>	<p><b>CONSTRUCTION ZONE</b></p> <p>(0) NO (1) YES (9) UNKNOWN <span style="float: right;"><u>0</u> 31</span></p> <p><b>ROAD ALIGNMENT VERTICAL PLANE</b></p> <p>(1) LEVEL (2) CREST OF HILL (3) SLOPE (2%) (4) BOTTOM OF HILL (9) UNKNOWN <span style="float: right;"><u>1</u> 32</span></p> <p><b>ROAD ALIGNMENT HORIZONTAL PLANE</b></p> <p>(1) STRAIGHT (2) CURVE (3) T - SHAPED (4) Y - SHAPED (7) OTHER: _____ (9) UNKNOWN <span style="float: right;"><u>2</u> 33</span></p> <p><b>SURFACE COVERING</b></p> <p>(10) DRY <span style="float: right;"><u>10</u> 34 35</span></p> <p>(21) WATER - DAMP (22) WATER - WET (23) WATER - PUDDLED (29) WATER - AMOUNT UNKNOWN</p> <p>(31) SNOW - LOOSE (32) SNOW - PACKED (39) SNOW - CONDITION UNKNOWN</p> <p>(41) ICE (51) SLUSH (61) SPILLED GRAVEL (71) OTHER: _____ (99) UNKNOWN</p> <p><b>VISIBILITY LIMITATION (FOR CASE VEHICLE)</b></p> <p>(0) NONE (1) CLOUDY/DARK (2) FOG (3) SMOKE (4) WINDSHIELD CONDITION (5) GLARE (6) RAIN (7) OTHER: _____ (8) ICE/SNOW (9) UNKNOWN <span style="float: right;"><u>0</u> 36</span></p> <p><b>VISIBILITY OBSTRUCTION (FOR CASE VEHICLE)</b></p> <p>(0) NONE (1) BUILDING (2) SIGN (3) VEGETATION (E.G. BUSHES, SHRUBS) (4) TREE (5) HILL OR CURVE IN ROAD (6) VEHICLE IN TRANSPORT (7) OTHER: _____ (8) PARKED VEHICLE (9) UNKNOWN <span style="float: right;"><u>0</u> 37</span></p>		
<p><b>LOCATION</b></p> <p>STATE: <u>MICHIGAN</u></p> <p>STATE FIPS CODE <u>26</u> 23 24</p> <p>AREA</p> <p>(1) URBAN (2) RURAL (9) UNKNOWN <span style="float: right;"><u>2</u> 25</span></p>	<p><b>ENVIRONMENTAL CONDITIONS</b></p> <p><b>LIMITED-ACCESS HIGHWAY</b></p> <p>(0) NO (1) YES (9) UNKNOWN <span style="float: right;"><u>0</u> 28</span></p> <p><b>ROAD, TOTAL TRAFFIC LANES (FOR CASE VEHICLE)</b></p> <p>(1) 1-LANE (2) 2-LANES (3) 3-LANES (4) 4 OR MORE LANES (5) DIVIDED, 4 OR MORE LANES (6) PARKING LOT/DRIVEWAY (7) OTHER: _____ (9) UNKNOWN <span style="float: right;"><u>2</u> 27</span></p> <p><b>INTERSECTING RD, TOTAL LANES</b> CHOOSE FROM ABOVE LIST, OR</p> <p>(8) NOT APPLICABLE <span style="float: right;"><u>8</u> 28</span></p> <p><b>TYPE OF ROAD SURFACE</b></p> <p>(1) ASPHALT (2) CONCRETE (3) GRAVEL (4) MORE THAN ONE (CIRCLE EACH) (7) OTHER: _____ (9) UNKNOWN <span style="float: right;"><u>1</u> 29</span></p> <p><b>ROAD DEFECTS</b></p> <p>(0) NO (1) YES (9) UNKNOWN <span style="float: right;"><u>0</u> 30</span></p>		



## CRASH DETAILS

## CASE VEHICLE AND OBJECT

- (0) NO  
(1) YES  
(9) UNKNOWN

1  
45

## CASE VEHICLE ROLLOVER

- (0) NO ROLLOVER  
(1) YES, FIRST EVENT  
(2) YES, SUBSEQUENT EVENT  
(3) YES, SEQUENCE UNKNOWN  
(9) UNKNOWN

0  
46

CASE VEHICLE RAN OFF ROADWAY  
(BEFORE FIRST IMPACT)

- (0) NO  
(1) YES  
(9) UNKNOWN

1  
47

MOVING CASE VEHICLE AND  
CONTACTED MOVING VEHICLE

- (0) NO  
(1) YES  
(9) UNKNOWN

0  
48

CASE VEHICLE AND  
CONTACTED STOPPED VEHICLE

- (0) NO  
(1) YES  
(9) UNKNOWN

0  
49

STOPPED CASE VEHICLE AND  
CONTACTED VEHICLE

- (0) NO  
(1) YES  
(9) UNKNOWN

0  
50

TOTAL NUMBER  
OF VEHICLES CONTACTED  
BY CASE VEHICLE IN CRASH

- (8) 8 OR MORE  
(9) UNKNOWN

0  
51

ANY FIRE IN THIS CRASH  
(NOT JUST CASE VEHICLE)

- (0) NO  
(1) YES  
(9) UNKNOWN

0  
52

HIGHEST POLICE INJURY  
SEVERITY CODE IN CRASH  
(NOT JUST CASE VEHICLE)

- (0) O - NO INJURY  
(1) C - POSSIBLE INJURY  
(2) B - NON-INCAPACITATING INJURY  
(3) A - INCAPACITATING INJURY  
(4) K - FATAL  
(5) INJURED, SEVERITY UNKNOWN  
(6) DIED PRIOR TO ACCIDENT  
(7) NON-FATAL INJURY  
SEVERITY UNKNOWN  
(9) UNKNOWN

2  
53

## DRIVER IMPAIRMENT

DRIVER ALCOHOL INVOLVEMENT  
(CASE VEHICLE)

- (0) NONE  
(1) YES  
(9) UNKNOWN/NOT REPORTED/  
NO DRIVER

0  
54

DRIVER ALCOHOL BAC  
(CASE VEHICLE)

- (80) NO TEST  
(90) CHEMICAL TESTS, NO RESULTS  
(95) AUTOPSY, NO RESULTS  
(99) UNKNOWN

80  
55 56

WAS THERE MENTION OF DRIVER  
IMPAIRMENT FOR CASE VEHICLE?

- (0) NO  
(1) YES  
(9) UNKNOWN

1  
57

## LIST IMPAIRMENTS MENTIONED:

DIABETIC - INSULIN

REACTION

## POST - CRASH DETAIL

MANNER CASE VEHICLE  
LEFT SCENE

- (1) DRIVEN  
(2) TOWED DUE TO DAMAGE  
(3) TOWED, NOT DUE TO DAMAGE  
(4) TOWED, REASON UNKNOWN  
(9) UNKNOWN

2  
58

# ACCIDENT SCHEMATIC

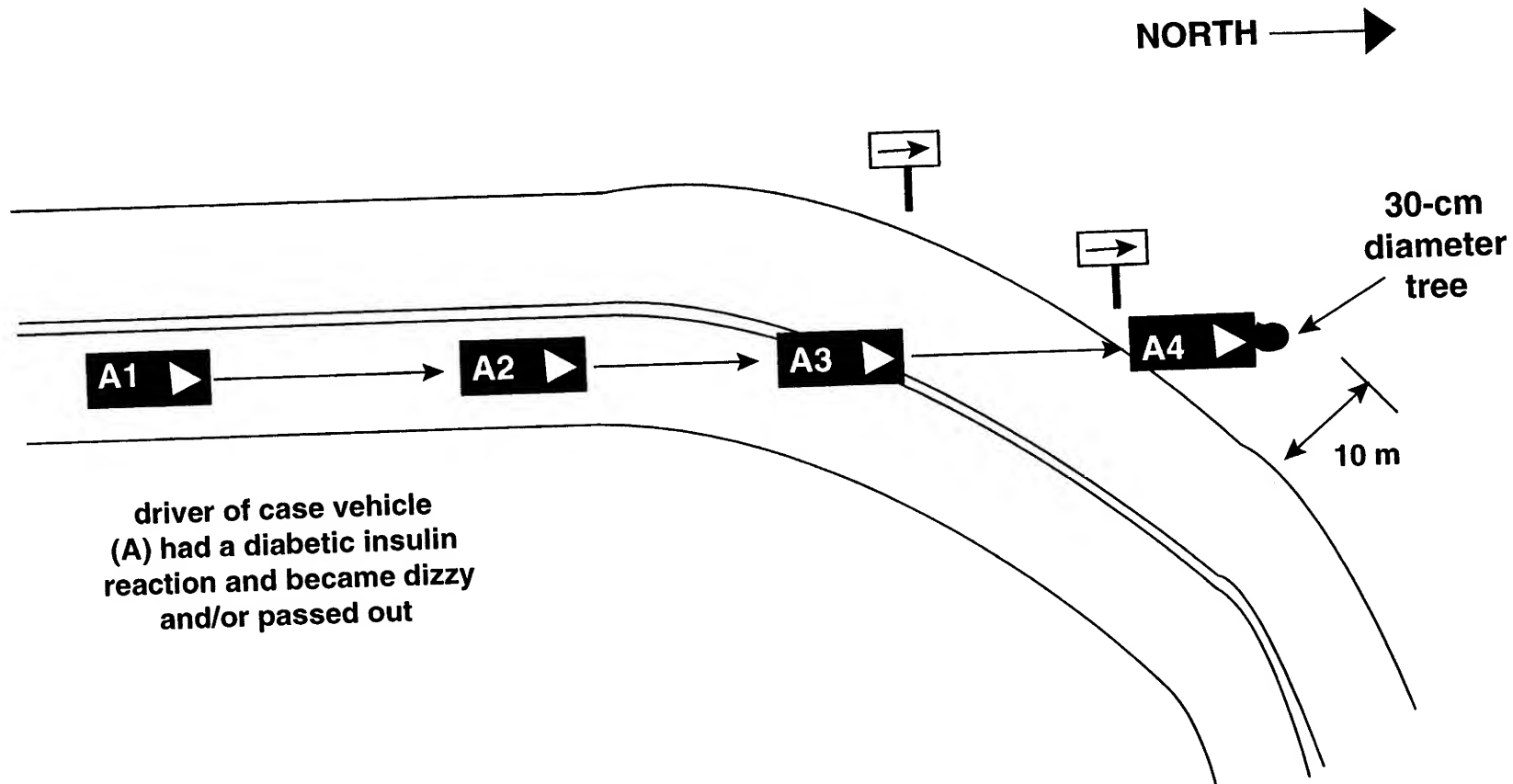
BEST AVAILABLE COPY

ACCIDENT DESCRIPTION: CASE VEHICLE (A) WAS  
TRAVELING NORTH IN THE NORTH BOUND  
LANE AT AN UNKNOWN SPEED. THE  
DRIVER HAD A DIABETIC INSULIN REACTION AND AS SHE  
APPROACHED A RIGHT CURVE, THE VEHICLE CROSSED THE  
CENTERLINE, EXITED THE NORTHWEST EDGE OF THE ROAD AND  
STRUCK A TREE HEAD-ON.

CASE VEHICLE (A): 1998 BUICK LESABRE  
 OTHER VEHICLE (B): —  
 THIRD VEHICLE (C): —



NORTH



Duplicate columns 1-8  
from the previous card.

Module Q V Format 0 1  
9 10 11 12

OTHER VEHICLE

OV-1

MAKE: NOT APPLICABLE  
MODEL: \_\_\_\_\_

CARGO: \_\_\_\_\_

VIN

13

29

MANUFAC/BODY CODE

30

34

MAKE/MODEL CODE

38

MODEL YEAR

1

9

VEHICLE MASS (kg)

41

46

IF SEPARATE REPORT WAS MADE,  
GIVE VEHICLE NUMBER

NUMBER OF OCCUPANTS  
(ENTER 9'S IF UNKNOWN)

49

TRAVELING SPEED (km/h)

52

- (000) PARKED OR STOPPED  
(995) JUST STARTING UP  
(996) BACKING UP  
(997) SPEED NOT EXCESSIVE (BUT UNKNOWN)  
(998) SPEED EXCESSIVE (BUT UNKNOWN)  
(999) UNKNOWN

HIGHEST POLICE INJURY SEVERITY  
CODE FOR THIS VEHICLE

- (0) O - NO INJURY  
(1) C - POSSIBLE INJURY  
(2) B - NON-INCAPACITATING INJURY  
(3) A - INCAPACITATING INJURY  
(4) K - FATAL  
(5) INJURED, SEVERITY UNKNOWN  
(6) DIED PRIOR TO ACCIDENT  
(7) NON-FATAL INJURY  
SEVERITY UNKNOWN  
(8) UNOCCUPIED VEHICLE  
(NOT APPLICABLE)  
(9) UNKNOWN

53

VEHICLE TYPE

PASSENGER VEHICLE

- (02) LARGE  
(03) LIMOUSINE  
(17) PICKUP CAR  
(20) UNKNOWN PASSENGER VEHICLE BODY  
(24) SUB-MINI  
(25) MINI  
(26) SUB-COMPACT  
(27) COMPACT  
(28) INTERMEDIATE  
(29) FULL

54

55

MULTIPURPOSE PASSENGER VEHICLE

- (14) SMALL UTILITY (WHEELBASE LESS THAN 107",  
E.G. JEEP, BRONCO)  
(15) LARGE UTILITY (WHEELBASE MORE THAN 107",  
E.G. PANEL TRUCK, SUBURBAN)  
(16) PICKUP TRUCK WITH CANOPY/SHELL COVER  
(17) PICKUP CAR WITH CANOPY/SHELL COVER  
(21) MOTOR HOME  
(22) PICKUP TRUCK WITH SLIDE-IN CAMPER  
(23) PICKUP CAR WITH SLIDE-IN CAMPER  
(31) CHASSIS-MOUNTED CAMPER

TRUCK

- (11) VAN  
(12) PICKUP TRUCK  
(13) UNKNOWN LIGHT TRUCK  
(15) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)  
(16) PICKUP TRUCK WITH CANOPY/SHELL COVER  
(22) PICKUP TRUCK WITH SLIDE-IN CAMPER  
(30) UNKNOWN TRUCK TYPE  
(31) CHASSIS-MOUNTED CAMPER  
(33) DELIVERY VAN (WALK-IN)  
(34) STRAIGHT TRUCK  
(35) TRUCK-TRACTOR (BOBTAIL)  
(36) CHASSIS-CAB  
(37) UNKNOWN HEAVY TRUCK  
(38) TRACTOR & SEMI-TRAILER (SEMI)  
(39) TRUCK (OR SEMI) & FULL TRAILER(S)

BUS

- (40) UNKNOWN BUS TYPE  
(41) SCHOOL BUS  
(42) INTERCITY BUS (BETWEEN CITIES)  
(43) TRANSIT BUS (INTRACITY)  
(44) STREETCAR (ON TRACKS)  
  
(68) TRAIN (CARS)  
(69) LOCOMOTIVE (ENGINE, SWITCHER)

(99) UNKNOWN

WHEELBASE (cm)  
(999) UNKNOWN

56 57 58

Duplicate columns 1-8  
from the previous card.

Module 0 V Format 0 2  
9 10 11 12

OTHER VEHICLE

OV-2

## ORIGINAL SPECIFICATIONS

Wheelbase \_\_\_\_\_ cm

Front Overhang

\_\_\_\_\_  
22 \_\_\_\_\_ 24 cm

Curb Weight \_\_\_\_\_ kg

Rear Overhang

\_\_\_\_\_  
25 \_\_\_\_\_ 27 cmAverage Track Width \_\_\_\_\_ cm  
13 \_\_\_\_\_ 15

Undeformed End Width (UEW)

\_\_\_\_\_  
28 \_\_\_\_\_ 30 cmOverall Length \_\_\_\_\_ cm  
16 \_\_\_\_\_ 18

Engine Displacement

\_\_\_\_\_  
31 \_\_\_\_\_ 32 LOverall Width (OAW) \_\_\_\_\_ cm  
19 \_\_\_\_\_ 21

Engine: # of Cylinders

\_\_\_\_\_  
33 \_\_\_\_\_ 34

## VEHICLE DAMAGE

NOT APPLICABLE

## FRONTAL CRASH OVERLAP

Round up for .5. 98 = 98% or more  
Enter % overlap or "99" for missing or N/A.

Direct Damage Length (DDL)

\_\_\_\_\_  
35 \_\_\_\_\_ 37 cm

Front-End Overlap (Percent) =  $\frac{DDL}{UEW}$  \_\_\_\_\_

\_\_\_\_\_  
38 \_\_\_\_\_ 39 %

Vehicle Overlap (Percent) =  $\frac{DDL + 1/2 (OAW - UEW)}{OAW}$  \_\_\_\_\_

\_\_\_\_\_  
40 \_\_\_\_\_ 41 %

Duplicate columns 1-8  
from the previous card.

Module V D Format 0 1  
9 10 11 12

VEHICLE DESCRIPTION VD-1

MAKE: BUICK  
MODEL: LESABRE LIMITED 4-DOOR SEDAN

CARGO: NONE

VIN 1 G 4 H R 5 2 K 9 W H [REDACTED]

MANUFAC/BODY CODE 11129

MAKE/MODEL CODE 0441

MODEL YEAR 1998

VEHICLE MASS (kg) 001572

ODOMETER (km)  
(ENTER 9'S IF UNKNOWN) 008286  
(ENTER 8'S IF ELECTRONIC)

NUMBER OF OCCUPANTS  
(ENTER 9'S IF UNKNOWN) 01

TRAVELING SPEED (km/h) 997

- (000) PARKED OR STOPPED  
(995) JUST STARTING UP  
(996) BACKING UP  
(997) SPEED NOT EXCESSIVE (BUT UNKNOWN)  
(998) SPEED EXCESSIVE (BUT UNKNOWN)  
(999) UNKNOWN

VEHICLE TYPE

PASSENGER VEHICLE

- (11) 2-DOOR HARDTOP (NO UPPER B-PILLAR)  
(12) 2-DOOR SEDAN OR COUPE (ANY UPPER B-PILLAR)  
(13) 4-DOOR HARDTOP  
(14) 4-DOOR SEDAN  
(15) STATION WAGON  
(16) CONVERTIBLE  
(18) OTHER PASS. VEH. :  
(19) PASSENGER VEHICLE, TYPE UNKNOWN

MULTIPURPOSE PASSENGER VEHICLE

- (21) SMALL UTILITY (E.G. JEEP, SCOUT, BRONCO)  
(22) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)  
(23) VAN, SIZE UNKNOWN  
(24) VAN, SMALL (MINI)  
(25) VAN, LARGE  
(29) MPV, TYPE UNKNOWN  
(30) MOTOR HOME

TRUCK

- (31) PICKUP TRUCK, UNKNOWN  
(32) PICKUP TRUCK, SMALL (DOWNSIZED)  
(33) PICKUP TRUCK, LARGE  
(99) UNKNOWN

STOLEN VEHICLE

- (0) NO  
(1) YES  
(8) NOT COLLECTED  
(9) UNKNOWN

BODY STRUCTURE

- (1) BODY & FRAME  
(2) UNITIZED  
(3) INTEGRAL-STUB FRAME  
(4) BODY & PLATFORM FRAME (E.G. VW BUG)  
(5) PARTIALLY UNITIZED  
(7) OTHER:  
(9) UNKNOWN

TRANSMISSION

- (0) NONE  
(1) AUTOMATIC  
(2) MANUAL  
(9) UNKNOWN

LOCATION OF TRANSMISSION  
SELECTOR LEVER

- (1) FLOOR  
(2) CONSOLE  
(3) COLUMN  
(7) OTHER:  
(9) UNKNOWN

STEERING

- (1) POWER  
(2) MANUAL  
(9) UNKNOWN

BRAKES

- (1) POWER  
(2) MANUAL  
(9) UNKNOWN

## VEHICLE DESCRIPTION VD-2

## TYPE OF BRAKES

- (0) DRUM, ALL WHEELS  
 (2) DISC, FRONT WHEELS  
 (3) DISC, ALL WHEELS  
 (9) UNKNOWN

2  
66

WHEELBASE (cm)  
 (999) Unknown

281  
74 75 76

## BRAKE ANTI-LOCK DEVICE

- (0) NONE INSTALLED  
 (1) TWO-WHEEL  
 (2) FOUR-WHEEL  
 (7) EQUIPPED, UNKNOWN WHEELS  
 (9) UNKNOWN

2  
67

PLASTIC ANTI-LACERATIVE  
 INNER LAYER GLASS EQUIPPED

- (0) NONE  
 (1) WINDSHIELD  
 (2) WINDSHIELD AND SIDE  
 (7) OTHER  
 (9) UNKNOWN

0  
77

## AIR CONDITIONING IN VEHICLE

- (0) NO  
 (1) YES  
 (8) NOT COLLECTED  
 (9) UNKNOWN

8  
68

## TYPE OF DRIVE

- (1) REAR WHEEL  
 (2) FRONT WHEEL  
 (3) FOUR WHEEL  
 (4) ALL WHEEL DRIVE  
 (9) UNKNOWN

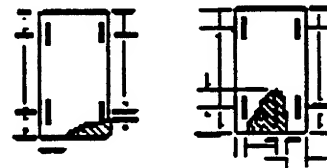
2  
69

## FIELD INVESTIGATOR INSTRUCTIONS:

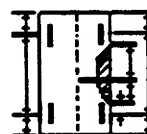
1. INDICATE CRUSHED AREAS BY OUT-  
LINING NEW PERIMETER OF VEHICLE  
AND SHADING THE DAMAGED AREAS ON  
THE LARGE SKETCH ON PAGE VD-3.  
USE AS MANY SKETCHES AS NECESSARY  
TO COMPLETELY DESCRIBE THE DAMAGE.
2. ENTER THE DIMENSIONS ON THE  
 SKETCH(ES) MEASURED TO THE POINT  
 OF MAXIMUM PENETRATION BY THE  
 OBJECT(S) CONTACTED. USE THE  
 EXAMPLES BELOW AS A GUIDE.
3. ENTER THE THREE DIMENSIONS TO THE  
 CENTER OF THE WHEELS (WHEELBASE,  
 FRONT AND REAR OVERHANGS) ON BOTH  
 SIDES OF THE CAR.
4. ADD OTHER DIMENSIONS AS NECESSARY  
 TO COMPLETELY DESCRIBE THE DAMAGE.

## EXAMPLES:

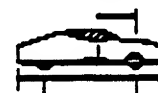
FRONT OR REAR



SIDE



ROOF (REFERENCE TO  
 TOP OF DOOR SILL  
 OR WINDOW SILL)



## DUAL REAR WHEELS

- (0) NO  
 (1) YES  
 (9) UNKNOWN

0  
70

ORIGINAL TYPE  
 OF RESTRAINT SYSTEM

- (1) ACTIVE BELT  
 (2) PASSIVE BELT  
 (3) AIRBAG  
 (4) KNEE BOLSTERS  
 (7) OTHER: \_\_\_\_\_  
 (8) NOT APPLICABLE (NOT EQUIPPED)  
 (9) UNKNOWN

3  
71

## EQUIPPED WITH ROLL BAR

- (0) NO  
 (1) YES  
 (9) UNKNOWN

0  
72

## TYPE OF ROOF

- (0) NONE  
 (1) SOLID  
 (2) T-TOP CLOSED  
 (3) T-TOP OPEN  
 (4) SUN ROOF CLOSED  
 (5) SUN ROOF OPEN  
 (6) CONVERTIBLE CLOSED  
 (7) CONVERTIBLE OPEN  
 (8) OTHER: \_\_\_\_\_  
 (9) UNKNOWN

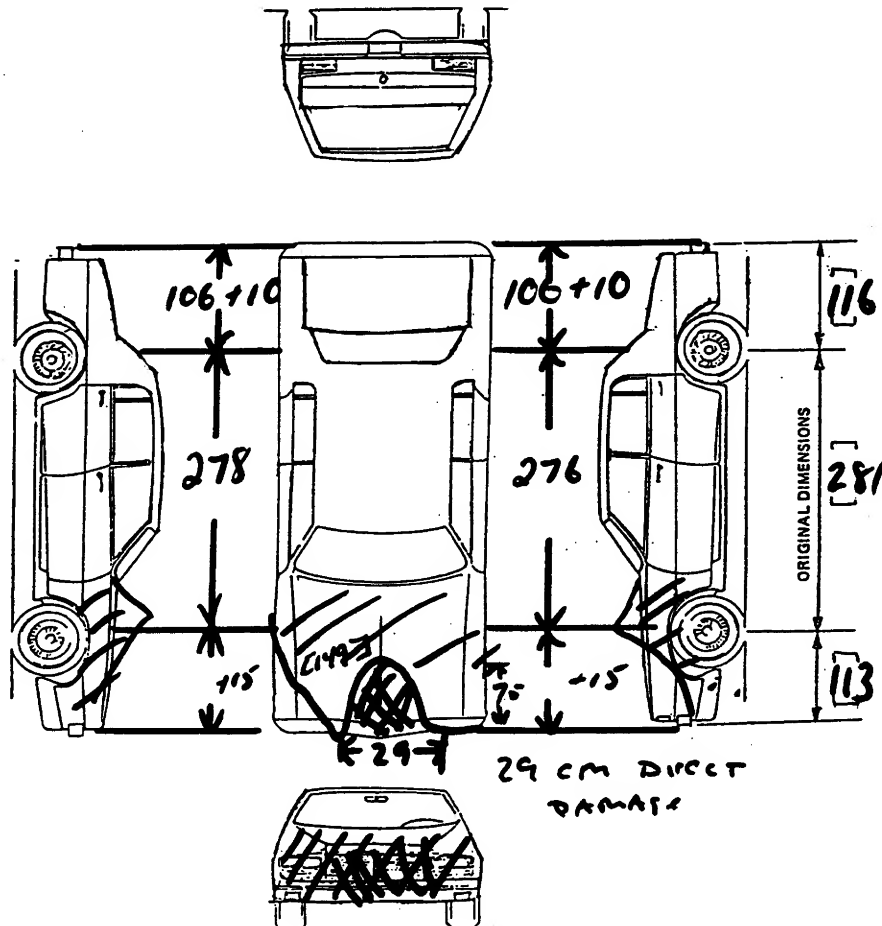
1  
73



ORIGINAL SPECIFICATIONS

Wheelbase	<u>281</u> cm	Front Overhang	<u>113</u> cm
Curb Weight	<u>1572</u> kg	Rear Overhang	<u>116</u> cm
Average Track Width	<u>154</u> cm	Undeformed End Width (UEW)	<u>144</u> cm
Overall Length	<u>510</u> cm	Engine Displacement	<u>3.8</u> L
Overall Width (OAW)	<u>190</u> cm	Engine: # of Cylinders	<u>06</u>

VEHICLE DAMAGE



FRONTAL CRASH OVERLAP

Round up for .5. 98 = 98% or more  
Enter % overlap or "99" for missing or N/A.

Direct Damage Length (DDL) 999 cm

Front-End Overlap (Percent) =  $\frac{DDL}{UEW}$  99 %

Vehicle Overlap (Percent) =  $\frac{DDL + 1/2 (OAW - UEW)}{OAW}$  99 %

Duplicate columns 1-8 from the previous card.           Module <u>D</u> <u>A</u> Format <u>0</u> <u>2</u> 9   10       11   12		DAMAGE   DA-1			
<b>PRIMARY</b>  EVENT NUMBER  IMPACT SPEED (km/h)  ESTIMATED BY  CRUSH (cm)  CDC #1  CDC #2	CASE VEHICLE PRIMARY CDC	CONTACTED VEHICLE ASSOCIATED CDC			
	<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <math display="block">  \begin{array}{r}  1 \\  \hline  13 \\  999 \\  \hline  14 \quad 15 \quad 16 \\  1 \\  \hline  17 \\  075 \\  \hline  18 \quad 19 \quad 20  \end{array}  </math> </div> <div style="width: 50%;">           TREE   <math display="block">  \begin{array}{r}  998 \\  \hline  35 \quad 36 \quad 37 \\  1 \\  \hline  38 \\  998 \\  \hline  39 \quad 40 \quad 41  \end{array}  </math> </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 45%;"> <math display="block">  \begin{array}{r}  12.FCEN.3 \\  \hline  21 \qquad \qquad \qquad 27  \end{array}  </math> </div> <div style="width: 50%;"> <math display="block">  \begin{array}{r}  98.00000.0 \\  \hline  42 \qquad \qquad \qquad 48  \end{array}  </math> </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 45%;"> <math display="block">  \begin{array}{r}  98.00000.0 \\  \hline  28 \qquad \qquad \qquad 34  \end{array}  </math> </div> <div style="width: 50%;"> <math display="block">  \begin{array}{r}  98.00000.0 \\  \hline  49 \qquad \qquad \qquad 55  \end{array}  </math> </div> </div>				
	<b>SECONDARY</b>  EVENT NUMBER  IMPACT SPEED (km/h)  ESTIMATED BY  CRUSH (cm)  CDC #1  CDC #2	CASE VEHICLE SECONDARY CDC	CONTACTED VEHICLE ASSOCIATED CDC		
		<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <math display="block">  \begin{array}{r}  \hline  13 \\  \hline  14 \quad 15 \quad 16 \\  \hline  17 \\  \hline  18 \quad 19 \quad 20  \end{array}  </math> </div> <div style="width: 50%;"> <math display="block">  \begin{array}{r}  \hline  35 \quad 36 \quad 37 \\  \hline  38 \\  \hline  39 \quad 40 \quad 41  \end{array}  </math> </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 45%;"> <math display="block">  \begin{array}{r}  \hline  21 \qquad \qquad \qquad 27  \end{array}  </math> </div> <div style="width: 50%;"> <math display="block">  \begin{array}{r}  \hline  42 \qquad \qquad \qquad 48  \end{array}  </math> </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 45%;"> <math display="block">  \begin{array}{r}  \hline  28 \qquad \qquad \qquad 34  \end{array}  </math> </div> <div style="width: 50%;"> <math display="block">  \begin{array}{r}  \hline  49 \qquad \qquad \qquad 55  \end{array}  </math> </div> </div>			
		<b>CODES</b>			
		EVENT NUMBER  (8) NOT APPLICABLE (9) UNKNOWN  IMPACT SPEED  (998) NOT APPLICABLE (999) UNKNOWN	IMPACT SPEED ESTIMATOR  (1) INVESTIGATOR (2) DRIVER (3) POLICE (4) "CRASH" PROGRAM (5) OTHER COMPUTER PROGRAM SPECIFY: _____ (7) OTHER: _____ (8) NOT APPLICABLE (NO VEHICLE/NO IMPACT)		CRUSH  (998) NOT APPLICABLE (NO VEHICLE/DAMAGE) (999) UNKNOWN  CDC  (9800000) NOT APPLICABLE (9900000) UNKNOWN

Duplicate columns 1-8  
from the previous card.

Module D A Format 0 1  
9 10 11 12

DAMAGE DA-2

### MAXIMUM SHEET METAL CRUSH

(cm) (999) UNKNOWN

FRONT 075  
13 15

RIGHT SIDE 000  
16 18

REAR 000  
19 21

LEFT SIDE 000  
22 24

ROOF 000  
25 27

OTHER 000  
28 30

### CHRONOLOGICAL SEQUENCE OF DAMAGE/INJURY PRODUCING CRASH EVENTS FOR CASE VEHICLE

NOTE: IF CHRONOLOGICAL ORDER  
IS UNKNOWN, EVENT  
ORDER IS OPTIONAL.

DO YOU KNOW THIS TABLE  
TO BE IN CHRONOLOGICAL ORDER? 1  
31

(0) NO  
(1) YES

EVENT NUMBER	IMPACT LOCATION (1) ON ROADWAY (2) SHOULDER/MEDIAN/GORE (3) ON ROADSIDE (4) OUTSIDE ROADSIDE RIGHT-OF-WAY (5) OTHER (6) OFF ROADWAY, LOC. UNK. (9) UNKNOWN	IMPACT CONFIGURATION FOR CODES, SEE TABLE ON PAGE DA-3.	OBJECT/VEHICLE CONTACTED FOR CODES, SEE TABLE ON PAGE DA-4.
# 1	<u>4</u> 32	<u>17</u> 34	<u>77</u> 36
#2	<u>    </u> 37	<u>    </u> 39	<u>    </u> 41
#3	<u>    </u> 42	<u>    </u> 44	<u>    </u> 46
#4	<u>    </u> 47	<u>    </u> 49	<u>    </u> 51
#5	<u>    </u> 52	<u>    </u> 54	<u>    </u> 56
#6	<u>    </u> 57	<u>    </u> 59	<u>    </u> 61
#7	<u>    </u> 62	<u>    </u> 64	<u>    </u> 66

TREE

DAMAGE DA-3

CODES FOR  
IMPACT CONFIGURATIONFRONT OF CASE VEHICLE

- (11) AND FRONT OF CONTACTED VEHICLE
- (13) AND SIDE OF CONTACTED VEHICLE
- (14) AND REAR OF CONTACTED VEHICLE
- (16) ENDSWIPED BY CONTACTED VEHICLE
- (17) AND OBJECT
- (19) AND UNKNOWN OTHER VEHICLE CONFIGURATION

LEFT SIDE OF CASE VEHICLE

- (21) AND FRONT OF CONTACTED VEHICLE (TYPE T)
- (22) AND FRONT OF CONTACTED VEHICLE (TYPE L)
- (23) AND SIDE OF CONTACTED VEHICLE (NOT SIDESWIPE)
- (24) AND REAR OF CONTACTED VEHICLE (TYPE T)
- (25) AND REAR OF CONTACTED VEHICLE (TYPE L)
- (26) SIDESWIPED BY CONTACTED VEHICLE
- (27) AND OBJECT
- (29) AND UNKNOWN OTHER VEHICLE CONFIGURATION

REAR OF CASE VEHICLE

- (31) AND FRONT OF CONTACTED VEHICLE
- (33) AND SIDE OF CONTACTED VEHICLE
- (34) AND REAR OF CONTACTED VEHICLE
- (36) ENDSWIPED BY CONTACTED VEHICLE
- (37) AND OBJECT
- (39) AND UNKNOWN OTHER VEHICLE CONFIGURATION

RIGHT SIDE OF CASE VEHICLE

- (41) AND FRONT OF CONTACTED VEHICLE (TYPE T)
- (42) AND FRONT OF CONTACTED VEHICLE (TYPE L)
- (43) AND SIDE OF CONTACTED VEHICLE (NOT SIDESWIPE)
- (44) AND REAR OF CONTACTED VEHICLE (TYPE T)
- (45) AND REAR OF CONTACTED VEHICLE (TYPE L)
- (46) SIDESWIPED BY CONTACTED VEHICLE
- (47) AND OBJECT
- (49) AND UNKNOWN OTHER VEHICLE CONFIGURATION

## OTHER

- (57) VEHICLE TO OBJECT
- (58) VEHICLE TO VEHICLE
- (59) VEHICLE TO VEHICLE, CONFIGURATION UNKNOWN

## ROLLOVER

- (61) LESS THAN 360°
- (62) 360° OR MORE
- (69) DETAILS UNKNOWN

## UNKNOWN

- (99) IMPACT TYPE UNKNOWN

## CODES FOR VEHICLE/OBJECT CONTACTED

## VEHICLE/OBJECT GROUPS

- (00) NO OBJECT
- (01) - (39) PASSENGER VEHICLE & TRUCK
- (40) - (69) OTHER VEHICLE
- (70) - (76) PEDESTRIAN & ON-ROADWAY OBJECT
- (77) - (97) OFF-ROADWAY OBJECT

- (98) OTHER (DESCRIBE)
- (99) UNKNOWN

## PASSENGER VEHICLE

- (02) LARGE
- (03) LIMOUSINE
- (17) PICKUP
- (20) UNKNOWN PASSENGER VEHICLE BODY
- (24) SUB-MINI
- (25) MINI
- (26) SUB-COMPACT
- (27) COMPACT
- (28) INTERMEDIATE
- (29) FULL

## SIZE

## WHEELBASE

SUB-MINI	< 2286 mm (< 90")
MINI	2286 - 2412 mm (90" - 94.9")
SUB-COMPACT	2413 - 2539 mm (95" - 99.9")
COMPACT	2540 - 2666 mm (100" - 104.9")
INTERMEDIATE	2667 - 2793 mm (105" - 109.9")
FULL	2794 - 2920 mm (110" - 114.9")
LARGE	2921 - 3174 mm (115" - 124.9")
LIMOUSINE	> 3175 mm (> 125")

## MULTIPURPOSE PASSENGER VEHICLE

- (11) SMALL VAN (MINI)
- (12) PICKUP
- (14) SMALL UTILITY (WHEELBASE LESS THAN 107",  
E.G. JEEP, BRONCO)
- (15) LARGE UTILITY (WHEELBASE MORE THAN 107",  
E.G. PANEL TRUCK, SUBURBAN)
- (16) PICKUP TRUCK WITH CANOPY/SHELL COVER
- (17) PICKUP CAR WITH CANOPY/SHELL COVER
- (21) MOTOR HOME
- (22) PICKUP TRUCK WITH SLIDE-IN CAMPER
- (23) PICKUP CAR WITH SLIDE-IN CAMPER
- (31) CHASSIS-MOUNTED CAMPER

## TRUCK

- (11) SMALL VAN (E.G. ECONOLINE)
- (12) PICKUP TRUCK
- (13) UNKNOWN LIGHT TRUCK
- (15) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)
- (16) PICKUP TRUCK WITH CANOPY/SHELL COVER
- (22) PICKUP TRUCK WITH SLIDE-IN CAMPER
- (30) UNKNOWN TRUCK TYPE
- (31) CHASSIS-MOUNTED CAMPER
- (33) DELIVERY VAN (WALK-IN)
- (34) STRAIGHT TRUCK
- (35) TRUCK-TRACTOR (BOBTAIL)
- (36) CHASSIS-CAB
- (37) UNKNOWN HEAVY TRUCK
- (38) TRACTOR & SEMI-TRAILER (SEMI)
- (39) TRUCK (OR SEMI) & FULL TRAILER(S)

## BUS

- (40) UNKNOWN BUS TYPE
- (41) SCHOOL BUS
- (42) INTERCITY BUS (BETWEEN CITIES)
- (43) TRANSIT BUS (INTRACITY)
- (44) STREETCAR (ON TRACKS)

## MOTORCYCLE

- (50) UNKNOWN MOTORCYCLE TYPE
- (51) 1 - 75 cc
- (52) 76 - 125 cc
- (53) 126 - 250 cc
- (54) 251 - 500 cc
- (55) 501 - 750 cc
- (56) 751 cc +
- (57) 3-WHEELS (OR WITH SIDECAR)

## SPECIAL PURPOSE VEHICLE

- (60) UNKNOWN/OTHER SPECIAL VEHICLE (DESCRIBE)
- (61) SNOWMOBILE
- (62) ATV (ALL TERRAIN VEHICLE)
- (63) AMPHIBIOUS VEHICLE
- (64) FARM VEHICLE
- (65) CONSTRUCTION VEHICLE
- (66) TRAILER, PRIVATE (CAMPER)
- (67) TRAILER, COMMERCIAL (CARGO)
- (68) TRAIN (CARS)
- (69) LOCOMOTIVE (ENGINE, SWITCHER)

## OBJECT

- (70) PEDESTRIAN
- (71) BICYCLIST, OTHER PEDALCYCLIST
- (72) PEDESTRIAN CONVEYANCE (E.G. PERSON RIDING  
ANIMAL, CART)
- (73) LARGE ANIMAL
- (74) FALLEN OBJECT (E.G. OBJECT DISLODGED FROM  
OTHER VEHICLE, FALLEN TREE, ROCKS)
- (75) ROCKS
- (76) CONSTRUCTION EQUIPMENT (EXCLUDING (65))
- (77) SIGN POST, UTILITY POLE, TREE..
- (78) DITCH
- (79) EMBANKMENT, SNOWBANK, RR TRACKS RR X
- (80) GROUND (ROLLOVER ONLY)
- (81) CURB (DAMAGE PRODUCING IMPACTS ONLY)
- (82) CULVERT
- (83) FENCE
- (84) HYDRANT, SHORT POST, STUMP
- (85) SMALL POST/TREE, RURAL MAIL BOX, MILE  
MARKER, DELINEATOR
- (86) BUILDING
- (87) PIER, PILLAR, BRIDGE SUPPORT
- (88) ABUTMENT, RETAINING WALL
- (89) BRIDGE RAIL
- (90) GUARD RAIL, LEADING SECTION
- (91) GUARD RAIL, MIDDLE OR UNKNOWN
- (92) GUARD RAIL, TRAILING SECTION
- (93) GUARD POST (TIMBER, METAL, CONCRETE)
- (94) CABLE, FENCE BARRIER
- (95) CONCRETE BARRIER (MEDIAN)
- (96) IMPACT ATTENUATOR
- (97) BREAKAWAY FEATURES

14

Duplicate columns 1-8  
from the previous card.Module C R Format 0 1  
9 10 11 12CRASH RECONSTRUCTION CR-1  
for  $\Delta V$ 

	CASE VEHICLE PRIMARY IMPACT		CASE VEHICLE SECONDARY IMPACT	
	CASE VEHICLE	CONTACTED VEHICLE	CASE VEHICLE	CONTACTED VEHICLE
EVENT NUMBER	<u>1</u> 13		<u>47</u>	
$\Delta V$ (km/h) TOTAL	<u>039</u> 14 15 16	<u>8-</u> 32 33 34	<u>48 49 50</u>	<u>66 67 68</u>
LONGITUDINAL*	<u>-039</u> 17 20	<u>8-</u> 35 38	<u>51 54</u>	<u>69 72</u>
LATERAL*	<u>+000</u> 21 24	<u>8-</u> 39 42	<u>55 58</u>	<u>73 76</u>
*NOTE: THESE $\Delta V$ COMPONENTS MUST INCLUDE SIGN.				
EXAMPLES: 10 km/h = <u>± 010</u> -7 km/h = <u>-007</u>				
ENERGY DISSIPATED BY CRUSH (kj)	<u>0094</u> 25 28	<u>8-</u> 43 46	<u>59 62</u>	<u>77 80</u>
RECONSTRUCTION				
(01) RECONSTRUCTED, UNKNOWN CONFIDENCE LEVEL	<u>22</u> 29 30		<u>63 64</u>	
(21) RECONSTRUCTED, LOW CONFIDENCE LEVEL				
(22) RECONSTRUCTED, MODERATE CONFIDENCE LEVEL				
(23) RECONSTRUCTED, HIGH CONFIDENCE LEVEL				
NOT RECONSTRUCTED BECAUSE				
(02) INSUFFICIENT DATA				
(03) EXCESSIVE UNDERRIDE/ OVERRIDE				
(04) ROLLOVER				
(05) VAULTING				
(06) OTHER TRAVEL IN MORE THAN ONE PLANE				
(07) NON-HORIZONTAL FORCE				
(08) SIDESWIPE-TYPE DAMAGE				
(09) YIELDING OBJECT				
(10) OTHER: _____				
(11) AT LEAST ONE VEHICLE BEYOND SCOPE				
(12) OTHER VEHICLE NOT INSPECTED				
MODE				
(1) CDC ONLY	<u>2</u> 31		<u>65</u>	
(2) CDC & DETAILED DAMAGE				
(3) TRAJECTORY & CDC				
(4) TRAJECTORY & CDC & DETAILED DAMAGE				
(5) NOT RECONSTRUCTED				
COMPUTER PROGRAM SPECIFY: <u>WINSMAH</u>				

Duplicate columns 1-8  
from the previous card.

Module C R Format 0 2  
9 10 11 12

# CRASH RECONSTRUCTION CR-2

for EBS

	CASE VEHICLE PRIMARY IMPACT			CASE VEHICLE SECONDARY IMPACT		
	CASE VEHICLE	CONTACTED VEHICLE		CASE VEHICLE	CONTACTED VEHICLE	
EVENT NUMBER	<u>1</u> 13			<u>47</u>		
EBS (km/h) TOTAL	<u>039</u> 14 15 16	<u>8-</u> 32 33 34		<u>    </u> 48 49 50	<u>    </u> 66 67 68	
LONGITUDINAL*	<u>-039</u> 17 20	<u>8-</u> 35 38		<u>    </u> 51 54	<u>    </u> 69 72	
LATERAL*	<u>+000</u> 21 24	<u>8-</u> 39 42		<u>    </u> 55 58	<u>    </u> 73 76	
*NOTE: THESE EBS COMPONENTS MUST INCLUDE SIGN.						
EXAMPLES: 10 km/h = ± 010 -7 km/h = - 007						
ENERGY DISSIPATED BY CRUSH (kj)	<u>0094</u> 25 28	<u>8-</u> 43 46		<u>    </u> 59 62	<u>    </u> 77 80	
RECONSTRUCTION						
(01) RECONSTRUCTED, UNKNOWN CONFIDENCE LEVEL	<u>22</u> 29 30			<u>    </u> 63 64		
(21) RECONSTRUCTED, LOW CONFIDENCE LEVEL						
(22) RECONSTRUCTED, MODERATE CONFIDENCE LEVEL	<u>24 MPH</u>					
(23) RECONSTRUCTED, HIGH CONFIDENCE LEVEL	<u>-24</u>					
NOT RECONSTRUCTED BECAUSE	<u>+0</u>					
(02) INSUFFICIENT DATA						
(03) EXCESSIVE UNDERRIDE/ OVERRIDE						
(04) ROLLOVER						
(05) VAULTING						
(06) OTHER TRAVEL IN MORE THAN ONE PLANE						
(07) NON-HORIZONTAL FORCE						
(08) SIDESWIPE-TYPE DAMAGE						
(09) YIELDING OBJECT						
(10) OTHER: _____						
(11) AT LEAST ONE VEHICLE BEYOND SCOPE						
(12) OTHER VEHICLE NOT INSPECTED						
MODE						
(1) CDC ONLY	<u>2</u> 31			<u>    </u> 65		
(2) CDC & DETAILED DAMAGE						
(3) TRAJECTORY & CDC						
(4) TRAJECTORY & CDC & DETAILED DAMAGE						
(5) NOT RECONSTRUCTED						
COMPUTER PROGRAM SPECIFY: <u>WILASMAS17</u>						



- NOTES:
1. ENTER CRASH RECONSTRUCTION DAMAGE MEASUREMENTS IN CENTIMETERS.
  2. MEASURE  $C_1$  TO  $C_6$  FROM DRIVER TO PASSENGER SIDE IN FRONT OR REAR IMPACTS, REAR TO FRONT IN SIDE IMPACTS.
  3.  $D$  IS POSITIVE IF MEASURED TO A POINT FORWARD OF OR TO THE RIGHT OF THE CG.
  4. USE THE CENTER OF THE WHEELBASE AS THE CG.

CASE VEHICLE

LOCATOR

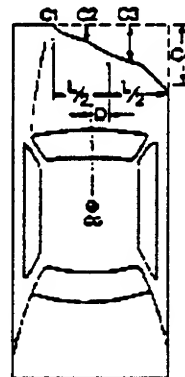
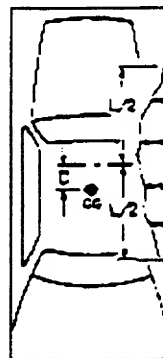
Locate the end of the damage with respect to the vehicle longitudinal center line, or an undamaged axle for side impacts.

Specific Impact No.	Location of Direct Damage	Location of Field L
1	RT OF CENTER BUMPER	BUMPER CORNER TO
	29 CM	BUMPER CORNER

VEW = 144  
WEIGHT W/OCC = 1631  
SIZE = 4  
STIFF = 9

PLANE:

- (1) Bumper
- (2) Above Bumper
- (3) Sill
- (4) Above Sill
- (5) Other \_\_\_\_\_
- (9) Unknown



DL \_\_\_\_\_

UDL \_\_\_\_\_

### CRUSH PROFILE IN CENTIMETERS

NOTE: Each line in the table below is a separate record (card). Duplicate columns 1 - 12 for each completed line.

Specific Impact Number	Plane of Impact C-Measur.	Direct Damage		Field L	C <sub>1</sub>	C <sub>2</sub>	C <sub>3</sub>	C <sub>4</sub>	C <sub>5</sub>	C <sub>6</sub>	±D
		Length (DDL)	Max Crush								
1	1	29	78	78	25	33.5	46	73	46	30	+24.5
FREESPACE			3		15	7	3	3	7	15	
TOTAL			75		10	26.5	43	70	39	15	
1	1	029	075	078	010	027	043	070	039	015	+025
13	14	15 16 17	18 19 20	21 22 23	24 25 26	27 28 29	30 31 32	33 34 35	36 37 38	39 40 41	42 43 44 45
2											



Duplicate columns 1-8  
from the previous card.

Module W I Format 0 1  
9 10 11 12

# WHEELS AND TIRES

WT-1

## WHEELS--DAMAGED

- (0) NO  
(1) YES  
(9) UNKNOWN

LF

0  
13

RF

0

RR

0

LR

0  
16

SIZE (NOT DOT CODE. IF UNKNOWN, USE 9'S)

LF

P 205 70 R 15  
25

RF

35

RR

45

LR

55

## TIRE TREAD TYPE

- (1) REGULAR  
(2) SNOW  
(3) SLICKS  
(4) ALL WEATHER (MS)  
(7) OTHER: \_\_\_\_\_  
(9) UNKNOWN

LF

4  
17

RF

4

RR

4

LR

4  
20

## CARCASS CONSTRUCTION

- (1) BIAS  
(2) BELTED BIAS  
(3) RADIAL  
(4) ELLIPTICAL  
(5) HI PRESSURE SPARE  
(6) SPACE SAVER SPARE  
(7) OTHER: \_\_\_\_\_  
(9) UNKNOWN

LF

3  
21

RF

3

RR

3

LR

3  
24

IF VEHICLE IS EQUIPPED WITH DUAL  
WHEELS, COMPLETE FOR OUTER WHEELS  
AND MAKE NOTES ON INNER WHEELS.

NOTES: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Duplicate columns 1-8  
from the previous card.

Module F I Format 0 1  
9 10 11 12

# FUEL AND FUEL TANKS FT-1

## TYPE OF PROPULSIVE FUEL

- (1) GASOLINE
- (2) DIESEL OIL
- (3) LPG
- (4) ELECTRIC
- (7) OTHER: \_\_\_\_\_
- (9) UNKNOWN

1  
13

## AUXILIARY TANK TYPE

- (1) OEM TANK
- (2) AFTER MARKET TANK
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

8  
21

## MAIN TANK LOCATION

322  
14 16

## AUXILIARY TANK LOCATION

888  
22 24

## MAIN FILLER CAP LOCATION

113  
17 19

## AUXILIARY FILLER CAP LOCATION

888  
25 27

## MAIN TANK MATERIAL

ll

1  
20

## AUXILIARY TANK MATERIAL

8  
28

## TANK AND FILLER CAP LOCATION CODES

### FIRST DIGIT (LONGITUDINAL)

- (1) BEHIND KICK-UP
- (2) IN KICK-UP
- (3) BETWEEN KICK-UP & COWL
- (4) FORWARD OF COWL
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

### SECOND DIGIT (LATERAL)

- (1) LEFT OF FRAME
- (2) WITHIN FRAME OR CENTERED
- (3) RIGHT OF FRAME
- (4) DUAL, RIGHT & LEFT TANKS
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

### THIRD DIGIT (VERTICAL)

- (1) BELOW FRAME
- (2) WITHIN FRAME OR CENTERED
- (3) ABOVE FRAME
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

## TANK MATERIAL CODES

- (1) STEEL
- (2) ALUMINUM
- (3) PLASTIC
- (7) OTHER
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

DID FUEL LEAKAGE RESULT FROM A CRASH EVENT

(0) NO KNOWN LEAKAGE SKIP PAGE.

(1) YES COMPLETE PAGE.

0  
13

LEAK NUMBER	I LEAKING COMPONENT	II COMPONENT SOURCE	III TYPE OF DAMAGE	IV SEVERITY OF DAMAGE	V LOCATION OF LEAK	EVENT NUMBER
#1	<u>14</u> <u>15</u>	—	—	—	— —	<u>21</u>
#2	<u>22</u> <u>23</u>	—	—	—	— —	<u>29</u>
#3	<u>30</u> <u>31</u>	—	—	—	— —	<u>37</u>
#4	<u>38</u> <u>39</u>	—	—	—	— —	<u>45</u>
#5	<u>46</u> <u>47</u>	—	—	—	— —	<u>53</u>

I LEAKING COMPONENT

TANK AREA

- (11) MAIN FUEL TANK (INCLUDING VAPOR RECOVERY DOME)
- (12) AUXILIARY FUEL TANK
- (13) MAIN TANK FILLER TUBE
- (14) MAIN TANK CAP (GAS CAP)
- (15) AUXILIARY TANK FILLER TUBE
- (16) AUXILIARY TANK CAP (GAS CAP)
- (19) TANK AREA, DETAILS UNKNOWN

DELIVERY SYSTEM

- (21) FUEL FEED LINE (MAIN TANK TO FUEL PUMP)
- (22) FUEL FEED LINE (AUXILIARY TANK TO FUEL PUMP)
- (23) FUEL RETURN LINE (FUEL PUMP TO TANK)
- (24) INLINE FUEL FILTER
- (25) FUEL LINE (PUMP TO CARBURETOR OR INJECTOR PUMP)
- (26) CARBURETOR TO INJECTOR PUMP
- (27) FUEL PUMP
- (29) DELIVERY SYSTEM, DETAILS UNKNOWN

EVAPORATIVE EMISSION CONTROL SYSTEM

- (31) ATMOSPHERIC VENT PIPE (NON-EEC EQUIPPED)
- (32) EEC PIPE (VAPOR CANISTER TO CARBURETOR)

EEC SYSTEM (CONTINUED)

- (33) VAPOR RECOVERY HOSES (CANISTER TO CARBURETOR)
- (34) LIQUID-VAPOR SEPARATOR (UNLESS PART OF TANK)
- (35) CANISTER
- (39) EEC SYSTEM, DETAILS UNKNOWN
- (49) ENGINE COMPARTMENT, COMPONENT UNKNOWN
- (99) COMPONENT UNKNOWN

II COMPONENT SOURCE

- (1) OEM
- (2) AFTER MARKET
- (9) UNKNOWN

III TYPE OF DAMAGE

- (1) DENTED/CRUSHED
- (2) PUNCTURED
- (3) RUPTURED
- (4) SEVERED/GROSS TEARS
- (5) DISCONNECTED/DEFEATED
- (9) UNKNOWN

IV SEVERITY OF DAMAGE

- (1) MINOR
- (2) MODERATE
- (3) SEVERE
- (4) DISCONNECTED/DEFEATED
- (9) UNKNOWN

V LOCATION OF LEAK

FIRST DIGIT  
(LONGITUDINAL LOCATION)

- (1) F, FORWARD OF COWL
- (2) P, BETWEEN COWL & REAR BULKHEAD
- (3) B, BEHIND REAR BULKHEAD
- (4) Y, F, & P
- (5) Z, P, & B
- (6) D, DISTRIBUTED (F, P & B)
- (9) UNKNOWN

SECOND DIGIT  
(LATERAL LOCATION)

- (1) L, LEFT
- (2) C, CENTER
- (3) R, RIGHT
- (4) Y, LEFT CENTER (L & C)
- (5) Z, RIGHT CENTER (R & C)
- (6) D, DISTRIBUTED (F, P & B)
- (9) UNKNOWN

Duplicate columns 1-8  
from the previous card.

Module F R Format 0 1  
9 10 11 12

FIRE FR-1

WAS THERE FIRE IN OR ON CASE VEHICLE?

(0) NO SKIP PAGE.

(1) YES COMPLETE PAGE.

0  
13

DID FIRE START IN CASE VEHICLE?

- (0) NO  
(1) YES  
(9) UNKNOWN

14

SEVERITY OF FIRE DAMAGE

- (1) MINOR  
(2) MODERATE  
(3) SEVERE  
(9) UNKNOWN

16

FLAME PROPOGATION RATE

- (1) RAPID/EXPLOSIVE  
(2) SLOW/MODERATE  
(9) UNKNOWN

15

DID AN INJURY TO CASE  
VEHICLE OCCUPANT RESULT FROM  
FIRE IN OR ON CASE VEHICLE?

- (0) NO  
(1) YES  
(9) UNKNOWN

17

PROVIDE NOTES IF FIRE OCCURRED.

## HOOD PERFORMANCE

FOR THE FOLLOWING, USE CODES:

- (0) NO  
(1) YES  
(8) NOT APPLICABLE  
(9) UNKNOWN

HOOD LATCH(ES)- -RELEASED

1  
13

-DAMAGED

1  
14

-JAMMED

0  
15

HOOD HINGES- -LEFT, DAMAGED

1  
16-LEFT, SEPARATED  
(COMPLETE)0  
17

-RIGHT, DAMAGED

1  
18-RIGHT, SEPARATED  
(COMPLETE)0  
19

HOOD REMAINED ON VEHICLE

1  
20

REAR EDGE OF HOOD- -ELEVATED

1  
21

-CONTACTED WINDSHIELD

1  
22

-PENETRATED WINDSHIELD

0  
23

HOOD LATCH LOCATION

- (1) FRONT OF VEHICLE  
(2) COWL AREA  
(3) SIDE  
(8) NOT APPLICABLE  
(9) UNKNOWN

1  
24

## ENGINE OR TRANSMISSION MOUNT

SEPARATION (COMPLETE)

- (0) NO  
(1) YES  
(9) UNKNOWN

0  
25

## STEERING COL FLEXIBLE COUPLING

FLEXIBLE COUPLING TYPE

- (0) NONE  
(1) FLEXIBLE MATERIAL  
(2) POT  
(3) SINGLE U-JOINT  
(4) DOUBLE U-JOINT  
(5) FLEXIBLE CABLE  
(6) COMBINATION OF ABOVE  
(CIRCLE EACH)  
(7) OTHER: \_\_\_\_\_  
(8) EQUIPPED, TYPE UNKNOWN  
(9) UNKNOWN, IF EQUIPPED

9  
26

COUPLING-

-DAMAGED

9  
27(USE CODES  
FROM HOOD  
PERFORMANCE)-SEPARATED  
(COMPLETE)9  
28

## ENG COMPART TELESCOPING UNIT

TYPE OF UNIT

- (00) NONE INSTALLED  
(01) - (07) SEE UNITS ON PAGE ED-2  
(88) NOT COLLECTED  
(97) OTHER: \_\_\_\_\_  
(98) EQUIPPED, TYPE UNKNOWN  
(99) UNKNOWN IF EQUIPPED

8 8  
29 30

ORIGINAL LENGTH (mm)

F (OR H): \_\_\_\_\_

TELESCOPED LENGTH (mm)

G: \_\_\_\_\_

DIFFERENCE (mm)

F (OR H) - G

(IF LESS THAN 15mm, ENTER "000".)

- (888) NOT COLLECTED  
(991) NOT MEASURED/NO  
COMPRESSION  
(992) COMPRESSED, AMOUNT  
UNKNOWN  
(993) DEVICE EXTENDED  
(997) UNABLE TO BE MEASURED  
(998) NOT APPLICABLE (NOT  
EQUIPPED)  
(999) UNKNOWN

8 8 8  
31 32 33

## EXTERIOR DAMAGE

ED-2

## LEFT-SIDE BODY MOUNT

DID BODY MOUNT SEPARATE?

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE  
 (9) UNKNOWN

0  
 34

## LEFT PILLARS

PILLARS SEPARATED COMPLETELY -

USE CODES:

- (0) NO  
 (1) YES  
 (4) NO SEPARATION, BUT DAMAGED  
 (8) NOT APPLICABLE (NOT EQUIPPED)  
 (9) UNKNOWN

-A-PILLAR, UPPER

0  
 35

LOWER

0  
 36

-B-PILLAR, UPPER

0  
 37

LOWER

0  
 38

-C-PILLAR, UPPER

0  
 39

LOWER

0  
 40

-D-PILLAR, UPPER

8  
 41

LOWER

8  
 42

## LEFT DOORS

HOW DID DOORS  
OPEN DURING COLLISION?

USE CODES:

(0) DOOR DID NOT OPEN

OPENED BECAUSE OF

- (1) HINGE AREA SEPARATION  
 (2) DOOR-LATCH SEPARATION  
 (3) LATCH-STRIKER SEPARATION  
 (4) STRIKER-PILLAR SEPARATION  
 (5) BODY DISTORTION  
 (6) COMBINATION OF ABOVE  
 (CIRCLE EACH)  
 (7) OPENED, REASON UNKNOWN

(8) NOT APPLICABLE (NO DOOR)

(9) UNKNOWN

-FRONT

0  
 43

-REAR

0  
 44

## DOORS JAMMED CLOSED-

USE CODES:

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE (NO DOOR)  
 (9) UNKNOWN

-FRONT

0  
 45

-REAR

0  
 46



## REAR DOOR

## REAR DOOR TYPE

- (0) NO DOOR (INCLUDES PICKUPS)
- (1) HATCHBACK
- (2) ONE-WAY TAILGATE
- (3) TWO-WAY TAILGATE
- (4) CLAMSHELL/DISAPPEARING TAILGATE
- (5) SINGLE DOOR
- (6) DOUBLE DOOR
- (9) UNKNOWN

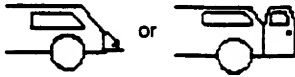
Hatchback



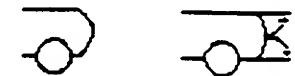
One-way



Two-way



Clamshell



Single door



Double door

HOW DID DOOR  
OPEN DURING COLLISION?

- (0) DOOR DID NOT OPEN

## OPENED BECAUSE OF

- (1) HINGE AREA SEPARATION
- (2) DOOR-LATCH SEPARATION
- (3) LATCH-STRIKER SEPARATION
- (4) STRIKER-PILLAR SEPARATION
- (5) BODY DISTORTION
- (6) COMBINATION OF ABOVE  
(CIRCLE EACH)
- (7) OPENED, REASON UNKNOWN

- (8) NOT APPLICABLE (NO DOOR)
- (9) UNKNOWN

## DOOR JAMMED CLOSED

- (0) NO
- (1) YES
- (8) NOT APPLICABLE (NO DOOR)
- (9) UNKNOWN

## OTHER REAR DAMAGE

WAS PARTITION TO LUGGAGE AREA  
DAMAGED DURING COLLISION?

- (0) NO
- (1) YES
- (8) NOT APPLICABLE
- (9) UNKNOWN

## SPARE TIRE

- (0) NO SPARE TIRE
- (1) NOT ATTACHED BEFORE COLLISION
- (2) ATTACHED, NOT SEPARATED IN COLLISION
- (3) ATTACHED, SEPARATED DUE TO COLLISION
- (8) NOT COLLECTED
- (9) UNKNOWN

## TRAILER HITCH TYPE

- (0) NO HITCH

## BALL-AND-SOCKET TYPES

- (1) TEMPORARY FRAMEWORK (E.G. RENTAL CLAMP-ON)
- (2) BUMPER-MOUNT ONLY (E.G. LIGHT TRUCK)
- (3) BUMPER-AND-FRAME (BUT NON-EQUALIZING)
- (4) LOAD EQUALIZING

## OTHER TYPES

- (5) RING-AND-PINTLE
- (6) FIFTH-WHEEL (INCL. P/U)
- (7) OTHER (E.G. CLEVIS-AND-PIN)
- (8) EQUIPPED, TYPE UNKNOWN
- (9) UNKNOWN IF EQUIPPED

TRAILER TYPE  
(AT TIME OF COLLISION)

- (0) NO TRAILER
- (1) TRAVEL-TRAILER/CAMPER
- (2) MOBILE HOME
- (3) BOAT/SNOWMOBILE/ATV TRAILER
- (4) UTILITY TRAILER
- (5) TOWED CAR
- (7) OTHER: \_\_\_\_\_
- (8) TRAILER, TYPE UNKNOWN
- (9) UNKNOWN

## EXTERIOR DAMAGE

ED-4

## RIGHT-SIDE BODY MOUNT

DID BODY MOUNT SEPARATE?

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE  
 (9) UNKNOWN

0  
 54

## RIGHT PILLARS

PILLARS SEPARATED COMPLETELY -

USE CODES:

- (0) NO  
 (1) YES  
 (4) NO SEPARATION, BUT DAMAGED  
 (8) NOT APPLICABLE (NOT EQUIPPED)  
 (9) UNKNOWN

-A-PILLAR, UPPER

0  
 55

LOWER

0  
 56

-B-PILLAR, UPPER

0  
 57

LOWER

0  
 58

-C-PILLAR, UPPER

0  
 59

LOWER

0  
 60

-D-PILLAR, UPPER

8  
 61

LOWER

8  
 62

## RIGHT DOORS

HOW DID DOORS  
OPEN DURING COLLISION?

USE CODES:

(00) DOOR DID NOT OPEN

OPENED BECAUSE OF

- (01) HINGE AREA SEPARATION  
 (02) DOOR-LATCH SEPARATION  
 (03) LATCH-STRIKER SEPARATION  
 (04) STRIKER-PILLAR SEPARATION  
 (05) BODY DISTORTION  
 (06) COMBINATION OF ABOVE  
 (CIRCLE EACH)  
 (07) OPENED, REASON UNKNOWN  
 (11) VAN RIGHT-REAR DOOR OPENED  
 (ANY MECHANISM)

(98) NOT APPLICABLE (NO DOOR)

(99) UNKNOWN

FRONT DOOR  
 WON'T CLOSE AFTER  
 BEING OPENED

-FRONT

00  
 63 64

-REAR

00  
 65 66

DOORS JAMMED CLOSED-

USE CODES:

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE (NO DOOR)  
 (9) UNKNOWN

-FRONT

0  
 67

-REAR

0  
 68

VAN REAR DOOR TYPE

- (0) VAN, NO REAR DOOR  
 (1) TRACK (SLIDING) - RIGHT SIDE  
 (2) SINGLE-HINGED - RIGHT SIDE  
 (3) DOUBLE-HINGED - RIGHT SIDE  
 (4) TRACK (SLIDING) - RIGHT & LEFT SIDE  
 (5) SINGLE-HINGED - RIGHT & LEFT SIDE  
 (6) DOUBLE-HINGED - RIGHT & LEFT SIDE  
 (7) TRACK AND HINGED COMBINATION  
 (8) NOT APPLICABLE (NOT A VAN)  
 (9) UNKNOWN

8  
 69

## WINDSHIELD DAMAGE

## WINDSHIELD CRACKED

- (0) NO  
(1) YES  
(8) NOT APPLICABLE  
(9) UNKNOWN

WINDSHIELD BROKEN  
(PLASTIC INTERLAYER TORN)

- (0) NO  
(1) YES  
(8) NOT APPLICABLE  
(9) UNKNOWN


CRACKED OR BROKEN  
BY OCCUPANT CONTACT

- (0) NO  
(1) YES  
(8) NOT APPLICABLE  
(9) UNKNOWN

## EXTENT OF BOND SEPARATION

- (0) NONE  
(1) 1 - 20%  
(2) 21 - 40  
(3) 41 - 60  
(4) 61 - 80  
(5) 81 - 99  
(6) TOTAL  
(7) SEPARATED, AMOUNT  
UNKNOWN  
(8) NOT APPLICABLE  
(9) UNKNOWN

## WINDSHIELD MARK ON CASE VEHICLE:

SHADED  
EZ-KOOL  
SAFETY  FLO-LITE  
AS. 1 3 -  
LAMINATED  
V L

## WINDSHIELD CODE

- (97) DESCRIBED BUT NOT CODED  
(98) NOT APPLICABLE (NO WINDSHIELD)  
(99) UNKNOWN

TB  
74 75

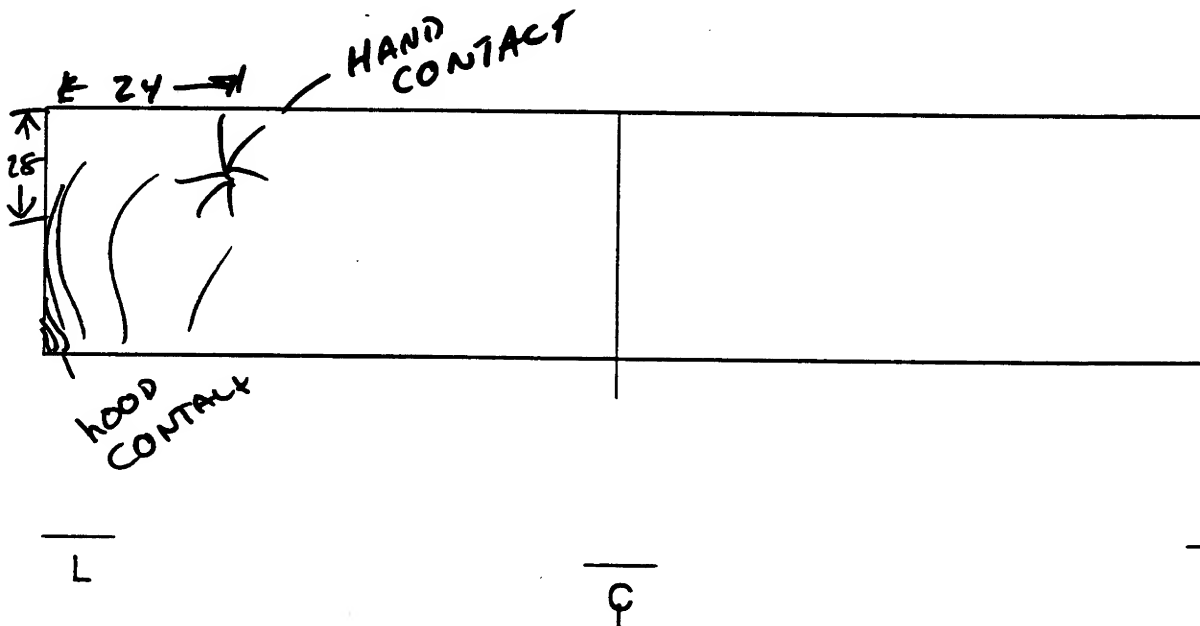
## ROOF

DID T-ROOF/SUN ROOF OPEN  
DURING COLLISION?

- (0) NO  
(1) YES  
(8) NOT APPLICABLE  
(NOT A T-ROOF OR SUN ROOF)  
(9) UNKNOWN

8  
76

LOCATE AREA OF WINDSHIELD INTEREST OR DAMAGE WITH DIMENSIONS (VERTICAL & HORIZONTAL) ON THIS DIAGRAM OF THE WINDSHIELD AS VIEWED FROM INSIDE.



Duplicate columns 1-8  
from the previous card.Module S C Format 0 1  
9 10 11 12

## STEERING WHEEL AND COLUMN SC-1

## STEERING WHEEL

## STEERING WHEEL RIM DAMAGE

- (0) NONE  
(1) DEFORMED SLIGHTLY  
(2) SEVERELY BENT  
(3) BROKEN  
(9) UNKNOWN

0  
13NUMBER OF  
STEERING WHEEL SPOKES

- (9) UNKNOWN

4  
14

## STEERING WHL SPOKE DAMAGE

- (0) NONE  
(1) DEFORMED SLIGHTLY  
(2) SEVERELY BENT  
(3) BROKEN  
(9) UNKNOWN

0  
15STEERING WHEEL POSITION  
AT TIME OF COLLISION

IN WHAT O'CLOCK POSITION WAS THE  
NORMAL TOP OF THE WHEEL POINTED  
WHEN THE COLLISION OCCURRED?

## EXAMPLES

O'CLOCK = 12

O'CLOCK = 12

(NORMAL STRAIGHT  
AHEAD)

O'CLOCK = 99

(99) UNKNOWN

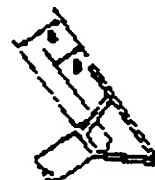
STEERING WHEEL  
ENERGY ABSORBING DEVICE

## (1) EXAMPLES:



BARRACUDA, 70 - 74  
CHALLENGER, 70 - 74  
CAPRI, 71 - 77

## (2) EXAMPLES:



OMNI, 78 -  
HORIZON, 78 -

## STEERING COLUMN OPTIONS

## TILT FEATURE

- (0) NOT EQUIPPED  
(1) YES, EQUIPPED, UNK POSITION  
(2) UP  
(3) MIDDLE  
(4) LOWER  
(9) UNKNOWN IF EQUIPPED

UP AT 1050-  
Mid-parallel

3  
16

## SWING-AWAY FEATURE

- (0) NOT EQUIPPED  
(1) YES, EQUIPPED  
(9) UNKNOWN IF EQUIPPED

0  
17

## TELESCOPING FEATURE

- (0) NOT EQUIPPED  
(1) YES, EQUIPPED  
(9) UNKNOWN IF EQUIPPED

0  
18

## TYPE OF DEVICE

- (0) NONE  
(1) CONVOLUTED OR MESH CYLINDER  
(2) DEEP DISH STEERING WHEEL  
(7) OTHER: \_\_\_\_\_  
(8) NOT COLLECTED  
(9) UNKNOWN IF EQUIPPED

8  
19

## ORIGINAL DIMENSION (mm)

A: \_\_\_\_\_

## DAMAGE DIMENSION (mm)

B: \_\_\_\_\_

## DIFFERENCE (mm)

A - B

- (888) NOT COLLECTED  
(991) NOT MEASURED/NO APPARENT  
COMPRESSION  
(992) COMPRESSED, AMOUNT UNKNOWN  
(993) DEVICE EXTENDED  
(997) UNABLE TO MEASURE  
(998) NOT APPLICABLE (NOT EQUIPPED)  
(999) UNKNOWN

8 8 8  
20 21 22

# STEERING COLUMN ENERGY ABSORBING DEVICE

TYPE OF DEVICE \* (IF 27 OR 28)

- (00) NOT EQUIPPED  
(88) NOT COLLECTED  
(99) UNKNOWN

$$\frac{8}{23} \quad \frac{8}{24}$$

ORIGINAL LENGTH (mm)

C: \_\_\_\_\_

COMPRESSED LENGTH (mm)

D: \_\_\_\_\_

BRACKET DEFLECTION (IF CODE 36, 48,  
OR 49 ABOVE)

OR

COMPRESSION (OR EXTRUSION) (mm)

C - D (OR E) (TOLERANCE:  $\pm 10$ )

- (888) NOT COLLECTED  
(991) NOT MEASURED/NO APPARENT  
COMPRESSION  
(992) COMPRESSED, AMOUNT UNKNOWN  
(993) DEVICE EXTENDED  
(997) UNABLE TO BE MEASURED  
(998) NOT APPLICABLE (NOT EQUIPPED)  
(999) UNKNOWN

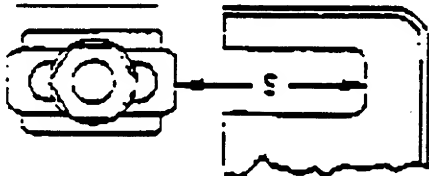
$$\frac{8}{25} \quad \frac{8}{26} \quad \frac{8}{27}$$

\* (ADD A &amp; B FOR TOTAL COMPRESSION)

SHEAR CAPSULE SEPARATION (mm)

S (USE AVG. OF LEFT &amp; RIGHT CAPSULES.)

LT:



RT:

- (888) NOT COLLECTED  
(991) NOT MEASURED/NO APPARENT  
SEPARATION  
(992) SEPARATED, AMOUNT UNKNOWN  
(997) UNABLE TO BE MEASURED  
(998) NOT APPLICABLE (NOT EQUIPPED)  
(999) UNKNOWN

$$\frac{8}{28} \quad \frac{8}{29} \quad \frac{8}{30}$$

COLUMN VERTICAL ROTATION

- (0) NO APPARENT ROTATION  
(1) UPWARD APPARENT ROTATION  
(2) DOWNWARD APPARENT ROTATION  
(9) UNKNOWN

$$\frac{0}{31}$$

COLUMN LATERAL ROTATION

- (0) NO APPARENT ROTATION  
(1) LEFT APPARENT ROTATION  
(2) RIGHT APPARENT ROTATION  
(9) UNKNOWN

$$\frac{0}{32}$$

## STEERING WHEEL (CONTINUED)

STEERING WHEEL HUB DAMAGE

- (0) NONE  
(1) OCCUPANT CONTACT  
(2) AIRBAG  
(3) OTHER \_\_\_\_\_  
(9) UNKNOWN

$$\frac{0}{33}$$

40

INTRUSION IT-1

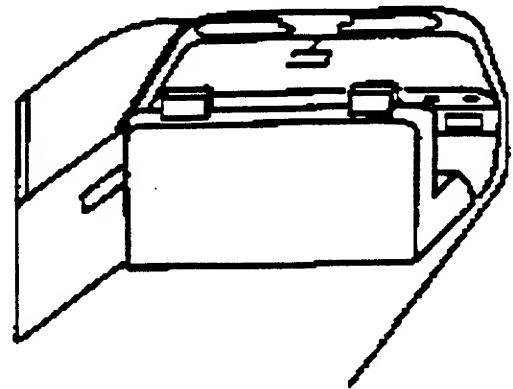
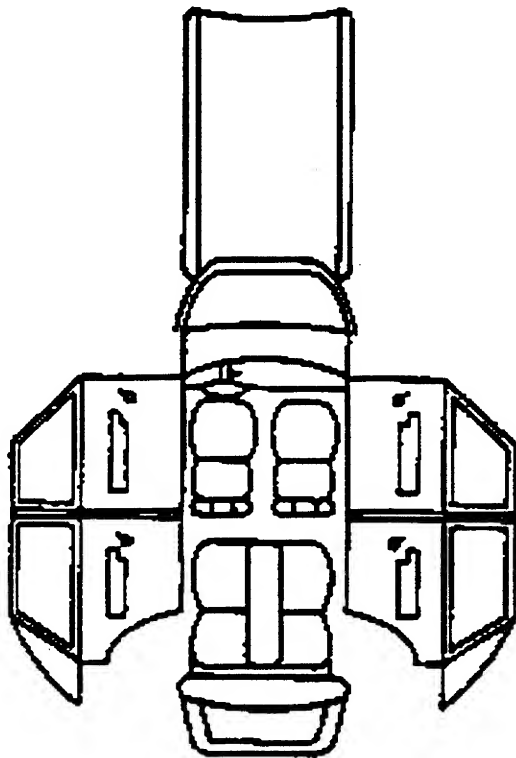
[illegible]

## OCCUPANT CONTACT WORKSHEET

Contact	Interior Component Contacted	Occupant No. if Known	Body Region if Known	Supporting Physical Evidence	Confidence Level of Contact Point
A	WINDSHIELD	1	LT. ARM	CIRCULAR CRACK	1
B	LOWER LT IP	1	KNEE	SCUFF	2
C	LOWER RT IP	1	KNEE	SCUFF	2
D	GAS PEDAL	1	RT. FOOT	BENT	1
E	AIRBAG	1	FACE	PINK LIPSTICK	1
F					
G					
H					
I					
J					

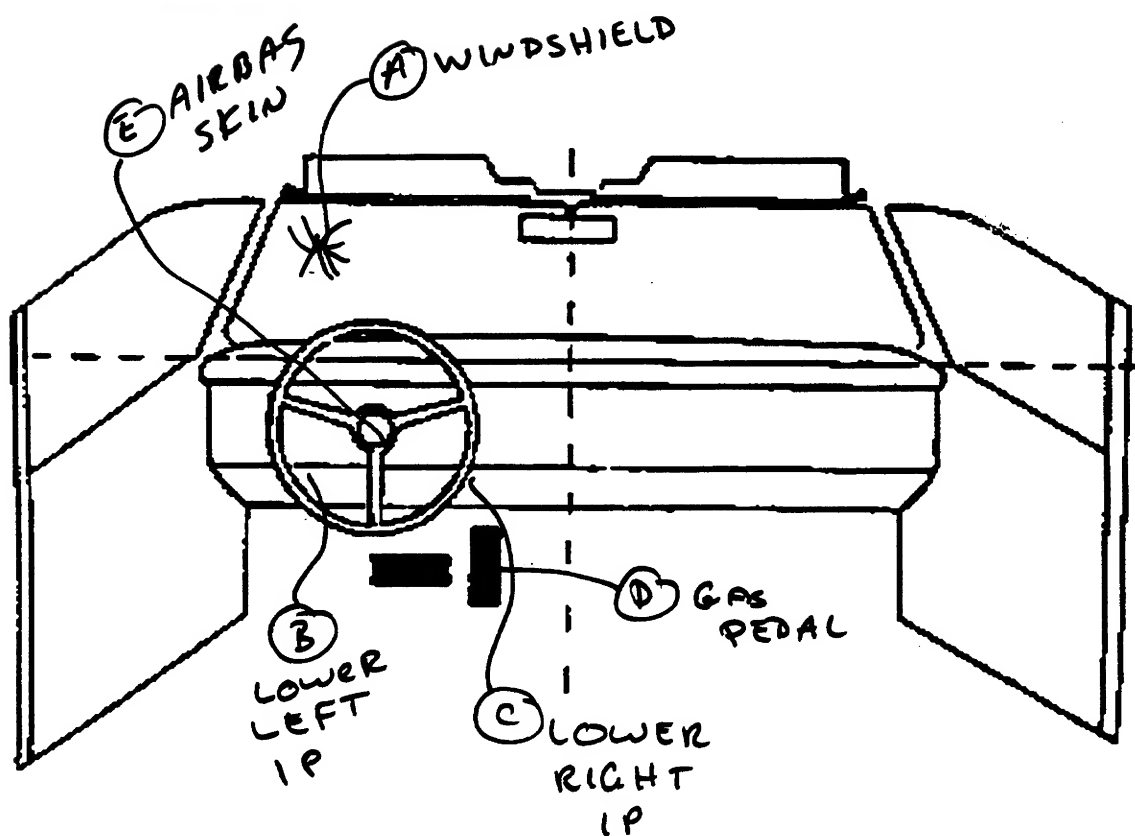
## INTRUSION IT-2

## VEHICLE OCCUPANT CONTACT DIAGRAM



DR BELT - LOW-POSITION  
ON B-PILLAR

NO MARKS





## CODES FOR COLUMN B, OCCUPANT SPACE NUMBER

OCCUPANT SPACE NUMBER IS A TWO-DIGIT CODE. THE USE OF THE CODE IS DETERMINED BY THE VEHICLE SEAT CONFIGURATION AT THE TIME OF THE ACCIDENT.

## FIRST DIGIT

THE FIRST DIGIT (LEFT DIGIT) DENOTES THE SEAT ROW, WITH CODE VALUES FROM 1 TO 5.

## SECOND DIGIT

THE SECOND DIGIT (RIGHT DIGIT) DENOTES THE POSITION ON THE SEAT AND, IN SOME INSTANCES, THE WIDTH OF THE SEAT.

- (1) LEFT (3) RIGHT ..... INDIVIDUAL SEAT
- (1) LEFT (2) CENTER (3) RIGHT ..... BENCH: FULL WIDTH 3 PASSENGER
- (1) LEFT (2) LEFT CENTER (6) RIGHT CENTER (3) RIGHT ..... BENCH: FULL WIDTH 4 PASSENGER
- (1) LEFT (2) CENTER (5) RIGHT & ..... BENCH: PARTIAL WIDTH, LEFT AISLE SPACE
- (0) LEFT & SPACE (2) CENTER (5) RIGHT & ..... BENCH: PARTIAL WIDTH, CENTERED SPACE
- (4) ENTIRE VEHICLE WIDTH ..... CARGO AREA

## EXAMPLES

THE TWO FIGURES BELOW PROVIDE EXAMPLES OF THE OCCUPANT SPACE NUMBER.

PASSENGER CAR  
5 PASSENGERS

X	X	11	13
X	X	21	22 23

VAN  
12 PASSENGER CAPACITY

X	X	11	13
X	X	X	21 22 25
X	X	X	31 32 35
X	X	X	X 41 42 46 43

## CODES FOR COLUMN F, MEASUREMENT AXIS

- (X) X-AXIS (FORE & AFT)  
(Y) Y-AXIS (LATERAL)  
(Z) Z-AXIS (VERTICAL)

## CODES FOR COLUMNS G, H, I &amp; J, OCCUPANT &amp; INJURY NUMBERS

OCCUPANT NUMBER	INJURY NUMBER	CONTACT
(00)	(00)	NO CONTACT
(#)	(00)	CONTACT, NO INJURY
(97)	(99)	CONTACT, OCCUPANT UNKNOWN, INJURY UNKNOWN
(99)	(00) OR (99)	UNKNOWN IF CONTACT

40

## INTRUSION IT-4

## CODES FOR COLUMN C, INTRUDING COMPONENT OR OBJECT

NOTE: DO NOT CODE OBJECTS OTHER THAN COMPONENTS OF CASE VEHICLE.

## INDIVIDUAL COMPONENT

## INTERNAL

- (01) INSTRUMENT PANEL
- (02) FIRE WALL
- (03) TOE PAN
- (04) FLOOR PAN
- (05) STEERING COLUMN
- (06) WINDSHIELD
- (07) WINDSHIELD HEADER
- (08) A-PILLAR
- (09) DOOR PANEL OR SIDE PANEL
- (10) WINDOW FRAME
- (11) B-PILLAR
- (12) C-PILLAR
- (13) D-PILLAR
- (14) ROOF SIDE RAILS
- (15) ROOF OR CONVERTIBLE TOP
- (16) BACKLIGHT HEADER
- (17) FRONT SEAT-BACK SURFACE/  
SEAT-BACK BACK SURFACE
- (18) SECOND SEAT-BACK SURFACE  
SEAT-BACK BACK SURFACE
- (19) THIRD SEAT-BACK SURFACE  
SEAT-BACK BACK SURFACE
- (20) FOURTH SEAT-BACK SURFACE  
SEAT-BACK BACK SURFACE
- (21) FIFTH SEAT-BACK SURFACE  
SEAT-BACK BACK SURFACE
- (22) BACK PANEL/BACK DOOR SURFACE
- (23) SEAT CUSHION SURFACE/EDGE
- (24) CONSOLE
- (25) OTHER (DESCRIBE)
- (26) UNKNOWN INTERNAL SURFACES
- (28) TRANSMISSION TUNNEL (HUMP)
- (29) SIDE FOOTWELL PANEL (KICKPANEL)
- (30) SILL

## EXTERNAL

- (43) HOOD
- (44) OBJECT EXTERNAL TO PASSENGER  
COMPARTMENT BUT PART  
OF CASE VEHICLE
- (45) OUTSIDE SURFACE OF CASE VEHICLE
- (46) OTHER (E.G. SPARE TIRE,  
JACK. DESCRIBE.)
- (49) UNKNOWN EXTERNAL OBJECT

## GROUPED FOR MASSIVE INTRUSION INTO AN OCCUPANT SPACE

USE ONLY IF ALL THESE COMPONENTS  
INTRUDED INTO A SINGLE OCCUPANT SPACE.

- |                        |                         |
|------------------------|-------------------------|
| (50) WINDSHIELD HEADER | (60) ROOF               |
| A-PILLAR               | ROOF RAIL               |
| ROOF SIDE RAIL         | A-PILLAR                |
|                        | B-PILLAR                |
| (51) INSTRUMENT PANEL  | C-PILLAR                |
| A-PILLAR               | WINDOW FRAME            |
| DOOR PANEL             | DOOR PANEL              |
|                        | FLOOR PAN               |
| (52) INSTRUMENT PANEL  | (61) INSTRUMENT PANEL   |
| A-PILLAR               | TOE PAN                 |
| WINDSHIELD HEADER      | WINDSHIELD HEADER       |
|                        | A-PILLAR                |
| (53) DOOR PANEL        | ROOF RAIL               |
| B-PILLAR               | WINDOW FRAME            |
| ROOF RAIL              | DOOR PANEL              |
|                        | ROOF                    |
| (54) DOOR PANEL        | (62) ROOF               |
| A-PILLAR               | ROOF RAIL               |
| ROOF RAIL              | C-PILLAR                |
|                        | WINDOW FRAME            |
| (55) INSTRUMENT PANEL  | FLOOR PAN               |
| FLOOR PAN              | SECOND SEAT             |
| A-PILLAR               | DOOR PANEL              |
| DOOR FRAME             |                         |
| (56) ROOF RAIL         | (63) ROOF RAIL          |
| A-PILLAR               | ROOF                    |
| B-PILLAR               | B-PILLAR                |
| WINDOW FRAME           | WINDOW FRAME            |
|                        | FLOOR PAN               |
| (57) ROOF RAIL         | DOOR PANEL              |
| A-PILLAR               | SECOND SEAT             |
| B-PILLAR               | FRONT SEAT              |
| C-PILLAR               |                         |
| DOOR PANEL             | (64) ROOF RAIL          |
|                        | ROOF OR CONVERTIBLE TOP |
| (58) ROOF              | A-PILLAR                |
| ROOF RAIL              | B-PILLAR                |
| WINDOW FRAME           | WINDOW FRAME            |
| DOOR PANEL             | WINDOW HEADER           |
| (59) BACKLIGHT HEADER  | (65) WINDSHIELD         |
| ROOF                   | WINDSHIELD HEADER       |
| C-PILLAR               | ROOF SIDE RAIL          |
| THIRD SEAT-BACK        |                         |
|                        | (66) WINDSHIELD         |
|                        | WINDSHIELD HEADER       |
|                        | A-PILLAR                |
|                        | (98) NOT APPLICABLE     |
|                        | (99) UNKNOWN            |

Duplicate columns 1-8  
from the previous card.Module 1 1 Format 0 1  
9 10 11 12

INTRUSION IT-5

WAS THERE OCCUPANT COMPARTMENT INTRUSION? 0  
13

- (0) NO DO NOT ANSWER NEXT QUESTION. SKIP PAGE.  
 (1) YES ANSWER NEXT QUESTION.  
 (9) UNKNOWN SKIP PAGE.

WAS INTRUSION CATASTROPHIC?       
14

- (0) NO COMPLETE PAGE.  
 (1) YES SKIP PAGE.

Duplicate columns 1-8  
from the previous card.Module 1 1 Format 0 2  
9 10 11 12

NOTE: Each line in the table below is a separate record (card). Duplicate columns 1 - 12 for each completed line.

INTRUSIONS CODE INTRUSIONS IN THIS ORDER: LEFT TO RIGHT ON ROW; FRONT TO BACK IN VEHICLES.  
 CODES FOR B, F, G, H, I, J ON PAGE IT-3  
 CODES FOR C ON PAGE IT-4

OCCUPANT CONTACT AND INJURY

A	B	C	D	E	F	G	H	I	J	K
INTRUSION NUMBER	OCC. SPACE NO.	INTRUDING COMPONENT OR OBJECT	ASSOC. EVENT NO.	MAXIMUM INTRUSION X AXIS (cm)	MAXIMUM INTRUSION Y AXIS (cm)	MAXIMUM INTRUSION Z AXIS (cm)	OCCUPANT NUMBER	INJURY NUMBER	OCCUPANT NUMBER	INJURY NUMBER
13-14	15-16	17-18	19	20-21	22-23	24-25	26-27	28-29	30-31	32-33
<u>0 1</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>0 2</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>0 3</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>0 4</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>0 5</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>0 6</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>0 7</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —

NOTE: USE ADDITIONAL PAGE IF MORE THAN 7 INTRUSIONS.

Duplicate columns 1-8  
from the previous card.Module 1 1 Format 0 3  
9 10 11 12NOTE: IF NO SIDE DOOR INTRUSION,  
SKIP REMAINDER OF PAGE.SIDE DOOR INTRUSION  
RESULTED FROM

INTRUSION NUMBER	CAUSE	CODES FOR CAUSE:
13	15	(1) DIRECT IMPACT
16	18	(2) INDUCED DAMAGE
19	21	(9) UNKNOWN

IF DAMAGE TO DOOR COMPONENT RESULTED IN INCREASED  
DOOR INTRUSION, CODE COMPONENT

INTRUSION NUMBER	DAMAGED COMPONENT 1	DAMAGED COMPONENT 2	CODES FOR COMPONENTS
A 22 23	—	25	(0) NONE
B 26 27	—	29	(1) A-PILLAR
C 30 31	—	33	(2) B-PILLAR
D 34 35	—	37	(3) C-PILLAR
			(4) LATCH/STRIKER
			(5) HINGES
			(7) OTHER: —
			(8) NOT APPLICABLE
			(9) UNKNOWN

Duplicate columns 1-8  
from the previous card.

Module 1 1 Format 0 2  
9 10 11 12

INTRUSION IT-6

NOTE: Each line in the table below is a separate record (card).  
Duplicate columns 1 - 12 for each completed line.

- ADDITIONAL PAGE -

INTRUSIONS CODE INTRUSIONS IN THIS ORDER: LEFT TO RIGHT ON ROW; FRONT TO BACK IN VEHICLES.  
CODES FOR B, F, G, H, I, J ON PAGE IT-3  
CODES FOR C ON PAGE IT-4

OCCUPANT CONTACT AND INJURY

A	B	C	D	E	F	G	H	I	J	K
INTRUSION NUMBER	OCC. SPACE NO.	INTRUDING COMPONENT OR OBJECT	ASSOC. EVENT NO.	MAXIMUM INTRUSION X AXIS (cm)	MAXIMUM INTRUSION Y AXIS (cm)	MAXIMUM INTRUSION Z AXIS (cm)	OCCUPANT NUMBER	INJURY NUMBER	OCCUPANT NUMBER	INJURY NUMBER
13-14	15-16	17-18	19	20-21	22-23	24-25	26-27	28-29	30-31	32-33
0 8	— —	— — —	—	— — —	— — —	— — —	— — —	— — —	— — —	— — —
0 9	— —	— — —	—	— — —	— — —	— — —	— — —	— — —	— — —	— — —
1 0	— —	— — —	—	— — —	— — —	— — —	— — —	— — —	— — —	— — —
1 1	— —	— — —	—	— — —	— — —	— — —	— — —	— — —	— — —	— — —
1 2	— —	— — —	—	— — —	— — —	— — —	— — —	— — —	— — —	— — —
1 3	— —	— — —	—	— — —	— — —	— — —	— — —	— — —	— — —	— — —
1 4	— —	— — —	—	— — —	— — —	— — —	— — —	— — —	— — —	— — —
1 5	— —	— — —	—	— — —	— — —	— — —	— — —	— — —	— — —	— — —
1 6	— —	— — —	—	— — —	— — —	— — —	— — —	— — —	— — —	— — —
1 7	— —	— — —	—	— — —	— — —	— — —	— — —	— — —	— — —	— — —
1 8	— —	— — —	—	— — —	— — —	— — —	— — —	— — —	— — —	— — —
1 9	— —	— — —	—	— — —	— — —	— — —	— — —	— — —	— — —	— — —
2 0	— —	— — —	—	— — —	— — —	— — —	— — —	— — —	— — —	— — —
2 1	— —	— — —	—	— — —	— — —	— — —	— — —	— — —	— — —	— — —
2 2	— —	— — —	—	— — —	— — —	— — —	— — —	— — —	— — —	— — —
2 3	— —	— — —	—	— — —	— — —	— — —	— — —	— — —	— — —	— — —
2 4	— —	— — —	—	— — —	— — —	— — —	— — —	— — —	— — —	— — —
2 5	— —	— — —	—	— — —	— — —	— — —	— — —	— — —	— — —	— — —

Duplicate columns 1-8  
from the previous card.Module 1 D Format 0 1  
9 10 11 12

## INTERIOR DAMAGE

ID-1

## CODES:

- (0) NO  
(1) YES  
(3) NO, and OCCUPANT CONTACT

- (4) YES, and OCCUPANT CONTACT  
(8) NOT APPLICABLE  
(9) UNKNOWN

	LEFT	RIGHT			
<b>SIDES</b>			<b>FRONT</b>		<b>INSTRUMENT PANEL</b>
FRONT DOOR	0 13	0 14	FOOT CONTROLS	4 45	UPPER PANEL
FRONT HARDWARE	0 15	0 16	IGNITION KEYS	0 46	MID PANEL
FRONT ARMREST	0 17	0 18	REAR VIEW MIRROR	0 47	LOWER PANEL
FRONT GLASS	0 19	0 20	SUNVISOR/FITTINGS	0 48	ASHTRAY
REAR DOOR AREA	0 21	0 22	(5) LEFT SIDE ONLY (6) RIGHT SIDE ONLY (7) BOTH SIDES		CONTROL KNOBS & LEVERS
REAR HARDWARE	0 23	0 24	WINDSHIELD TOP MOLDINGS	0 49	GLOVE COMPARTMENT AREA
REAR ARMREST	0 25	0 26	LEFT A-PILLAR (UPPER OR LOWER)	0 50	INSTRUMENTS
REAR GLASS	0 27	0 28	RIGHT A-PILLAR (UPPER OR LOWER)	0 51	PARKING BRAKE RELEASE
ROOF SIDE RAIL	0 29	0 30	CENTER CONSOLE	0 52	PARKING BRAKE PEDAL
B-PILLAR	0 31	0 32	TRANSMISSION SELECTOR LEVER	0 53	A/C OR UPPER VENT OUTLETS
C-PILLAR	0 33	0 34	RIM, HORN, SPOKE	0 54	HEATER OR A/C DUCTS
D-PILLAR	0 35	0 36			RADIO
HEADLINING	0 37	0 38			OTHER: * _____
ROOF STRUCTURE	0 39	0 40			
T-ROOF/SUN ROOF	0 41	0 42			
OTHER: * _____	0 43	0 44			
					<b>REAR</b>
					WINDOW
					WINDOW HEADER
					<b>CONSOLES</b>
					VERTICAL
					ROOF

\* MORE THAN ONE ITEM MAY BE NOTED.

FRONT SEAT		DRIVER	PASSENR	FRONT SEAT-BACK		DRIVER	PASSENR
TYPE OF FRONT SEAT				SEAT-BACK TYPE			
(00) NO SEAT				(1) FORWARD FOLDING			
(01) STANDARD BENCH		<u>08</u>	<u>09</u>	(2) RIGID		<u>3</u>	<u>3</u>
(02) SPLIT BACK, 50-50		13 14	15 16	(3) RECLINING		30	31
(03) SPLIT BACK, DRIVER WIDE				(7) OTHER: _____			
(04) SPLIT BACK, PASS. WIDE				(8) NOT APPLICABLE			
(05) BUCKET				(9) UNKNOWN			
(06) CAPTAIN'S CHAIR				SEAT-BACK LOCK TYPE			
(07) INDIV. BENCH, 50-50				(0) NONE		<u>1</u>	<u>1</u>
(08) INDIV. BENCH, DRIVER WIDE				(1) MANUAL		32	33
(09) INDIV. BENCH, PASS. WIDE				(2) INERTIA			
(97) OTHER: _____				(3) POWER			
(99) UNKNOWN				(7) OTHER: _____			
TYPE OF SEAT MOUNT				(8) NOT APPLICABLE			
(1) STANDARD		<u>1</u>	<u>1</u>	(9) UNKNOWN			
(2) PEDESTAL		17	18	LOCKS HELD			
(7) OTHER: _____				(0) NO		<u>1</u>	<u>1</u>
(8) NOT APPLICABLE				(1) YES		34	35
(9) UNKNOWN				(8) NOT APPLICABLE			
SWIVEL MECHANISM EQUIPPED				(9) UNKNOWN			
(0) NO		<u>0</u>	<u>0</u>	RECLINER MECHANISM HELD			
(1) YES		19	20	(0) NO		<u>1</u>	<u>1</u>
(8) NOT APPLICABLE				(1) YES		36	37
(9) UNKNOWN				(8) NOT APPLICABLE			
ORIGINAL EQUIPMENT SEATS				(9) UNKNOWN			
(0) NO		<u>1</u>	<u>1</u>	HEAD RESTRAINT			
(1) YES		21	22	HEAD RESTRAINT TYPE			
(8) NOT APPLICABLE				(0) NONE		<u>1</u>	<u>1</u>
(9) UNKNOWN				(1) ADJUSTABLE		38	39
CONTACT OF SEAT BY REAR OCCUPANT				(2) INTEGRAL			
(0) NO		<u>8</u>	<u>8</u>	(3) NOT INTEGRAL, BUT CANNOT BE REMOVED			
(1) YES		23	24	(7) OTHER: _____			
(8) NOT APPLICABLE				(8) NOT APPLICABLE			
(9) UNKNOWN				(9) UNKNOWN			
FRONT SEAT DAMAGE				REMOVED PRE-CRASH			
(0) NONE		<u>0</u>	<u>0</u>	(0) NO		<u>0</u>	<u>0</u>
(1) BACKREST ONLY DAMAGED		25	26	(1) YES		40	41
(2) CUSHION ONLY DAMAGED				(8) NOT APPLICABLE			
(3) BACKREST & CUSHION DAMAGED				(9) UNKNOWN			
(8) NOT APPLICABLE				ADJUSTMENT AT CRASH			
(9) UNKNOWN				(1) UP		<u>1</u>	<u>2</u>
CENTER ARMREST DAMAGED				(2) DOWN		42	43
(0) NO		<u>0</u>	<u>0</u>	(8) NOT APPLICABLE			
(1) YES		27	28	(9) UNKNOWN			
(7) EQUIPPED, DAMAGE UNKNOWN				HEAD RESTRAINT DAMAGE			
(8) NOT APPLICABLE				(0) NONE		<u>0</u>	<u>0</u>
(NO CENTER ARMREST)				(1) DAMAGED BUT NOT SEPARATED		44	45
(9) UNKNOWN IF EQUIPPED				(2) SEPARATED			
FRONT SEAT ROTATION				(8) NOT APPLICABLE			
(0) NONE APPARENT		<u>0</u>	<u>0</u>	(9) UNKNOWN			
(1) FORWARD APPARENT		28	29				
(2) REARWARD APPARENT							
(3) LEFT APPARENT							
(4) RIGHT APPARENT							
(5) MULTIPLE ROTATIONS SPECIFY _____							
(8) NOT APPLICABLE							
(9) UNKNOWN							

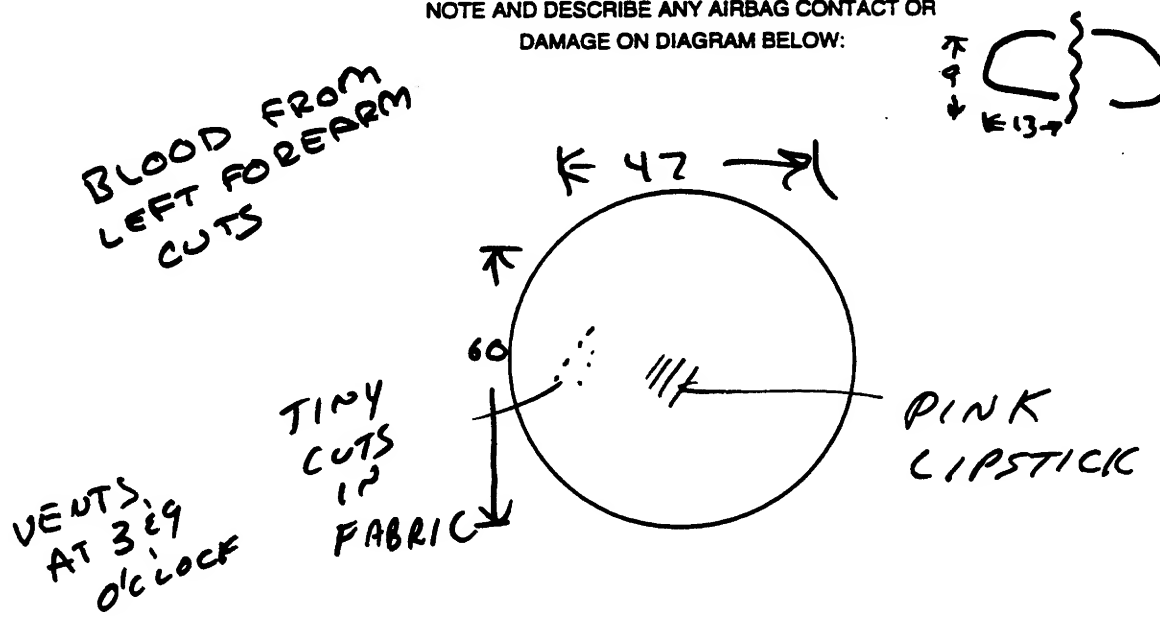
[illegible]



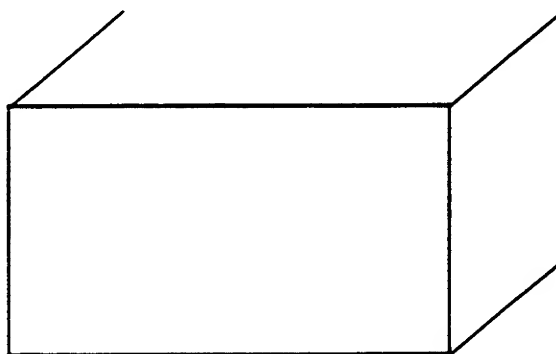
<p>DRIVER SIDE</p> <p>LOCATION OF AIRBAG</p> <p>STEERING WHEEL</p> <p>EQUIPPED</p> <p>(0) NO (1) YES (4) PRIOR DEPLOYMENT NOT REINSTALLED (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>DEPLOYED</p> <p>(0) NO (1) YES (2) PARTIAL/IMPROPER DEPLOYMENT (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p>	<p><u>1</u> 13</p> <p><u>1</u> 14</p>	<p>PASSENGER SIDE</p> <p>LOCATION OF AIRBAG</p> <p>INSTRUMENT PANEL (GLOVE BOX)</p> <p>EQUIPPED</p> <p>(0) NO (1) YES (4) PRIOR DEPLOYMENT NOT REINSTALLED (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>DEPLOYED</p> <p>(0) NO (1) YES (2) PARTIAL/IMPROPER DEPLOYMENT (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p>	<p><u>1</u> 16</p> <p><u>1</u> 17</p>
<p>CONDITION OF AIRBAG</p> <p>STEERING WHEEL</p> <p>(0) NO DAMAGE (2) SPLIT OR TORN (3) CUT DURING CRASH (4) BURNED/MELTED (5) CUT POST CRASH (6) OTHER _____ (7) DAMAGED, CONDITION UNKNOWN (8) NOT APPLICABLE (NOT EQUIPPED/NOT DEPLOYED) (9) UNKNOWN IF EQUIPPED OR CONDITION</p>	<p><u>3</u> 15</p>	<p>CONDITION OF AIRBAG</p> <p>INSTRUMENT PANEL (GLOVE BOX)</p> <p>(0) NO DAMAGE (2) SPLIT OR TORN (3) CUT DURING CRASH (4) BURNED/MELTED (5) CUT POST CRASH (6) OTHER _____ (7) DAMAGED, CONDITION UNKNOWN (8) NOT APPLICABLE (NOT EQUIPPED/NOT DEPLOYED) (9) UNKNOWN IF EQUIPPED OR CONDITION</p>	<p><u>0</u> 18</p>
<p>DRIVER SIDE</p> <p>AIRBAG</p> <p>STEERING WHEEL</p> <p>TETHER</p> <p>(0) NO (1) YES (6) OTHER _____ (7) UNKNOWN IF TETHERED (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>MARKED BY CONTACT</p> <p>(0) NO (1) YES (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p> <p><i>PINK CLIPSTICK</i></p>	<p><u>0</u> 19</p> <p><u>1</u> 20</p>	<p>PASSENGER SIDE</p> <p>AIRBAG</p> <p>INSTRUMENT PANEL (GLOVE BOX)</p> <p>TETHER</p> <p>(0) NO (1) YES (6) OTHER _____ (7) UNKNOWN IF TETHERED (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>MARKED BY CONTACT</p> <p>(0) NO (1) YES (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p>	<p><u>0</u> 21</p> <p><u>0</u> 22</p>

AIRBAG AB-2

AIRBAG NUMBER ON DRIVER SIDE:

NOTE AND DESCRIBE ANY AIRBAG CONTACT OR  
DAMAGE ON DIAGRAM BELOW:

AIRBAG NUMBER ON PASSENGER SIDE:

NOTE AND DESCRIBE ANY AIRBAG CONTACT OR  
DAMAGE ON DIAGRAM BELOW:

NOTE TO THE INVESTIGATOR:

THE FOLLOWING TWO SECTIONS,  
OCCUPANT INFORMATION AND INJURY CLASSIFICATION,  
ARE TO BE FILLED IN  
FOR EACH CASE VEHICLE OCCUPANT,  
WHETHER INJURED OR NOT.

IF THERE IS MORE THAN ONE OCCUPANT,  
USE ADDITIONAL COPIES  
OF PAGES OC-1, OC-2, OC-3,  
AND IC-2 TO DESCRIBE THEM  
AND ATTACH THE COPIES TO THIS REPORT.

TEAM REPORT NUMBER:

UM-3705-98Duplicate columns 1-8  
from the previous card.Module 0 C Format 0 2  
9 10 11 12

## OCCUPANT INFORMATION OC-1

## OCCUPANT IDENTIFICATION

OCCUPANT NUMBER

01  
13 14

ROLE OF OCCUPANT AT 1ST IMPACT

- (1) MOTOR VEHICLE DRIVER  
(2) MOTOR VEHICLE PASSENGER  
(NOT DRIVER)  
(9) UNKNOWN

1  
15

## PHYSICAL DESCRIPTION

AGE IN YEARS

- (00) LESS THAN 1 YEAR  
(98) 98 YEARS OR OLDER  
(99) UNKNOWN

69  
20 21

AGE IN MONTHS

- (00) LESS THAN 1 MONTH  
(25) 25 MONTHS OR OLDER  
(99) UNKNOWN

25  
22 23

MASS (kg)

(999) UNKNOWN

130 LB059  
24 25 26

HEIGHT (cm)

(999) UNKNOWN

5'2"157  
27 28 29

SEX

- (1) MALE  
(2) FEMALE  
(9) UNKNOWN

2  
30

## OCCUPANT POSITION

ROW LOCATION

- (1) FRONT  
(2) SECOND  
(3) THIRD  
(4) FOURTH  
(7) OTHER: \_\_\_\_\_  
(8) EXTERNAL TO PASSENGER  
COMPARTMENT (E.G. BED OF PICKUP)  
(9) UNKNOWN

1  
16

LATERAL LOCATION

- (1) LEFT  
(2) LEFT CENTER  
(3) CENTER  
(4) RIGHT CENTER  
(5) RIGHT  
(6) ALL (LYING ON SEAT)  
(8) EXTERNAL TO PASSENGER  
COMPARTMENT  
(9) UNKNOWN

1  
17

POSTURE

- (10) SITTING ON SEAT  
(11) SITTING ON SEAT IN ABNORMAL  
POSITION (E.G. FEET ON DASH,  
SIDEWAYS)  
(12) SITTING ON CONSOLE  
(20) ON LAP OR IN ARMS  
(30) STANDING ON SEAT  
(40) STANDING ON FLOOR  
(47) STANDING, EXTERNAL TO  
PASSENGER COMPARTMENT  
(50) IN BASSINET  
(60) IN CHILD SEAT  
(65) IN CHILD HARNESS  
(70) LYING ON SEAT  
(80) LYING/SITTING ON PASSENGER  
FLOOR  
(83) LYING/SITTING ON OTHER  
OBJECT IN PASSENGER  
COMPARTMENT:  
(85) ON CARGO FLOOR/FOLDED  
SEAT-BACK  
(87) LYING/SITTING, EXTERNAL TO  
PASSENGER COMPARTMENT  
(97) OTHER: \_\_\_\_\_  
(99) UNKNOWN

10  
18 19

## MEDICAL CONDITIONS

TREATMENT/MORTALITY

- (00) NONE  
(01) FIRST AID AT SCENE  
(02) TREATED AT HOSPITAL/CLINIC  
BUT NOT ADMITTED  
(03) HOSPITALIZED FOR OBSERVATION  
LESS THAN 24 HOURS  
(04) HOSPITALIZED OVER 24 HOURS  
OR FOR SIGNIFICANT TREATMENT  
(05) FATAL, DEAD AT SCENE  
(06) FATAL, DOA  
(07) FATAL, DEAD WITHIN 24 HOURS  
(08) FATAL, DEAD 24 HOURS TO  
31 DAYS LATER  
(09) FATAL, DEAD 31 DAYS TO  
1 YEAR LATER  
(10) FATAL DEAD WITHIN UNKNOWN  
PERIOD  
(99) UNKNOWN

02  
31 32

INJURY SEVERITY SCORE (ISS)

(99) UNKNOWN

02  
33 34

NON-IMPACT MED. CONDITIONS

- (0) NONE  
(1) YES, TIME & TYPE UNKNOWN  
(2) PRE-CRASH FATAL (CLINICAL  
DEATH AT WHEEL)  
(3) PRE-CRASH NON-FATAL (E.G.  
PRIOR INJURY, STROKE)  
(4) PREGNANT  
(5) POST-CRASH FATAL (DROWNING)  
(6) POST-CRASH NON-FATAL INJURY  
(7) OTHER: \_\_\_\_\_  
(8) COMBINATION OF ABOVE  
(CIRCLE EACH)  
(9) UNKNOWN

3  
35DIABETIC  
INSULIN  
REACTION

MEDICAL CONDITIONS (CONT.)			CHILD SEAT TYPE	
<b>POLICE INJURY SEVERITY CODE FOR THIS OCCUPANT</b>  (0) O - NO INJURY (1) C - POSSIBLE INJURY (2) B - NON-INCAPACITATING (3) A - INCAPACITATING INJURY (4) K - FATAL (5) INJURED, SEVERITY UNKNOWN (6) DIED PRIOR TO IMPACT (7) NON-FATAL INJURY, SEVERITY UNKNOWN (9) UNKNOWN	<u>2</u> 36	(00) NONE USED (01) YES, USED (02) INTEGRAL, Chrysler Mini-van (88) NOT APPLICABLE (ADULT OR OLDER CHILD) (99) UNKNOWN  <b>CHILD SEAT MAKE/MODEL</b>  _____  _____  _____	<u>88</u> 41 42	
<b>RESTRAINT SYSTEM</b>  <b>ACTIVE RESTRAINT SYSTEM</b>  (0) NONE (1) LAP BELT (2) SHOULDER HARNESS ONLY (3) BOTH LAP BELT & SHOULDER HARNESS (9) UNKNOWN  <b>ACTIVE RESTRAINT SYSTEM USAGE</b>  (0) NONE (AVAILABLE BUT NOT USED) (1) LAP BELT ONLY (2) SHOULDER HARNESS ONLY (3) BOTH LAP BELT & SHOULDER HARNESS (7) IMPROPER USAGE (8) NOT APPLICABLE (NONE AVAILABLE) (9) UNKNOWN  <b>PASSIVE RESTRAINT SYSTEM</b>  (0) NONE (1) AIRBAG INSTALLED (2) PASSIVE UPPER TORSO WITH KNEE BOLSTERS (3) PASSIVE UPPER TORSO WITHOUT KNEE BOLSTERS (4) PASSIVE LAP & UPPER TORSO (5) AIRBAG INSTALLED & PASSIVE RESTRAINT (7) OTHER: _____ (9) UNKNOWN  <b>PASSIVE RESTRAINT SYSTEM USAGE</b>  (0) SYSTEM DEFEATED (1) AIRBAG NOT DEPLOYED (2) AIRBAG DEPLOYED (3) AIRBAG NOT REINSTALLED (4) PASSIVE UPPER TORSO USED (5) PASSIVE LAP & UPPER TORSO USED (6) SYSTEM USED IN MANUAL MODE (7) IMPROPER USAGE (8) NOT APPLICABLE (NOT ORIGINALLY EQUIPPED) (9) UNKNOWN	<u>3</u> 37  <u>3</u> 38  <u>1</u> 39  <u>2</u> 40	<b>EJECTION</b>  <b>DEGREE OF EJECTION</b>  (0) NONE (1) PARTIAL (2) COMPLETE (7) EJECTED, DEGREE UNKNOWN (9) UNKNOWN IF EJECTED  <b>AREA OF EJECTION</b>  (01) WINDOW, LEFT SIDE (02) WINDOW, RIGHT SIDE (03) WINDOW, REAR (04) DOOR, LEFT SIDE (05) DOOR, RIGHT SIDE (06) DOOR, REAR OR TAILGATE (07) WINDSHIELD (08) ROOF OR OPEN CONVERTIBLE OR FROM EXTERNAL AREA (96) EJECTED AREA UNKNOWN (97) OTHER AREA: _____ (98) NOT APPLICABLE (NOT EJECTED) (99) UNKNOWN IF EJECTED	<u>0</u> 43  <u>98</u> 44 45	
		<b>IF OCCUPANT WAS EJECTED, DESCRIBE IN DETAIL BELOW:</b>  _____  _____  _____  _____		
		<b>HEAD RESTRAINT</b>  <b>HEAD RESTRAINT AVAILABLE FOR THIS POSITION</b>  (0) NOT EQUIPPED OR REMOVED (1) EQUIPPED (9) UNKNOWN	<u>1</u> 46	

## OCCUPANT INFORMATION OC-3

## OCCUPANT EYEWEAR

- (0) NONE
- (1) GLASSES
- (2) CONTACTS
- (3) BOTH GLASSES AND CONTACTS
- (4) OTHER \_\_\_\_\_
- (8) NOT APPLICABLE
- (9) UNKNOWN

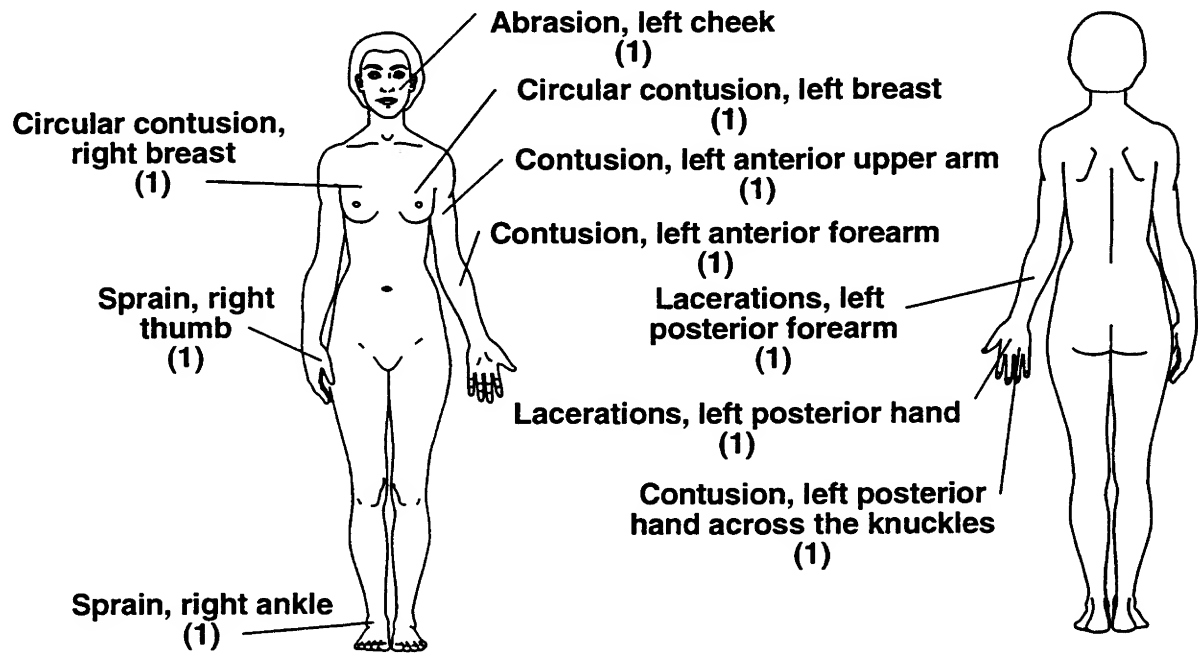
C  
47

## SOURCE OF INFORMATION

- (0) INTERVIEW
- (1) HOSPITAL
- (2) AUTOPSY
- (3) POLICE
- (4) OTHER \_\_\_\_\_
- (5) LAY CORONER/EXTERNAL EXAM
- (7) COMBINATION OF ABOVE (CIRCLE)
- (8) NOT APPLICABLE
- (9) UNKNOWN

7  
48

## INDICATE LOCATION OF INJURIES.



Duplicate columns 1-8  
from the previous card.

Module 1 C Format 0 1  
9 10 11 12

# INJURY CLASSIFICATION IC-1

NOTE: Each line in the table below is a separate record (card).  
Duplicate columns 1 - 12 for each completed line.

## OCCUPANT INJURY CLASSIFICATION

					PRIMARY OIC					ASSOCIATED OIC					COMMENTS
OCCUPANT NUMBER	INJURY NUMBER	PLACE CONTACTS IN ORDER OF PROBABILITY (HORIZONTALLY). START WITH MOST PROBABLE IN 1ST CONTACT AREA COLUMN.		AREA(S) OF POSSIBLE CONTACT 1ST 2ND	BODY REGION 1	ASPECT 2	LESION 3	SYSTEM/ORGAN 4	SEVERITY 5	BODY REGION 1	ASPECT 2	LESION 3	SYSTEM/ORGAN 4	SEVERITY 5	
		1ST	2ND												
13-14	15-16	17-18	19-20	COMMENTS	21	22	23	24	25	26	27	28	29	30	
<u>01</u>	<u>01</u>	<u>87</u>	<u>--</u>	<u>CHEEK</u>	<u>F</u>	<u>L</u>	<u>A</u>	<u>I</u>	<u>I</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	
	<u>02</u>	<u>87</u>	<u>--</u>		<u>A</u>	<u>L</u>	<u>C</u>	<u>I</u>	<u>I</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	
	<u>03</u>	<u>87</u>	<u>--</u>		<u>R</u>	<u>L</u>	<u>C</u>	<u>I</u>	<u>I</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	
	<u>04</u>	<u>12</u>	<u>87</u>	<u>FLING</u>	<u>R</u>	<u>L</u>	<u>L</u>	<u>I</u>	<u>I</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	
	<u>05</u>	<u>12</u>	<u>87</u>	<u>FLING</u>	<u>W</u>	<u>L</u>	<u>L</u>	<u>I</u>	<u>I</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	
	<u>06</u>	<u>12</u>	<u>87</u>	<u>FLING</u>	<u>W</u>	<u>L</u>	<u>C</u>	<u>I</u>	<u>I</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	
	<u>07</u>	<u>87</u>	<u>--</u>	<u>CIRCULAR</u>	<u>C</u>	<u>L</u>	<u>C</u>	<u>I</u>	<u>I</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	
	<u>08</u>	<u>87</u>	<u>--</u>	<u>CIRCULAR</u>	<u>C</u>	<u>R</u>	<u>C</u>	<u>I</u>	<u>I</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	
	<u>09</u>	<u>87</u>	<u>65</u>		<u>W</u>	<u>R</u>	<u>S</u>	<u>J</u>	<u>L</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	
	<u>10</u>	<u>28</u>	<u>40</u>	<u>TOE CAP</u>	<u>Q</u>	<u>R</u>	<u>S</u>	<u>J</u>	<u>L</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	
	<u>--</u>	<u>--</u>	<u>--</u>		<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	
	<u>--</u>	<u>--</u>	<u>--</u>		<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	
	<u>--</u>	<u>--</u>	<u>--</u>		<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	
	<u>--</u>	<u>--</u>	<u>--</u>		<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	
	<u>--</u>	<u>--</u>	<u>--</u>		<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	
	<u>--</u>	<u>--</u>	<u>--</u>		<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	
	<u>--</u>	<u>--</u>	<u>--</u>		<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	
	<u>--</u>	<u>--</u>	<u>--</u>		<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	
	<u>--</u>	<u>--</u>	<u>--</u>		<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	
	<u>--</u>	<u>--</u>	<u>--</u>		<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	

NOTE: USE ADDITIONAL PAGES IF NECESSARY.



## CODES FOR AREAS OF POSSIBLE OCCUPANT CONTACT

## FRONT OF PASSENGER COMPARTMENT

- (10) SUNVISOR, FITTING(S) &/OR TOP MOLDING
- (12) WINDSHIELD
- (05) INSTRUMENT PANEL (SPECIFIC AREA UNKNOWN)
- (54) UPPER INSTRUMENT PANEL (X)
- (55) MIDDLE INSTRUMENT PANEL (Y)
- (56) LOWER INSTRUMENT PANEL (Z)
- (81) ASH TRAY (INSTRUMENT PANEL)
- (02) GLOVE COMPARTMENT AREA
- (47) AIRBAG (ACRS) COMPARTMENT DOOR/COVER
- (57) BENEATH INSTRUMENT PANEL
- (53) PARCEL TRAY
- (48) KNEE RESTRAINT
- (86) VERTICAL CONSOLE
- (28) FOOT CONTROLS (INCL. PARKING BRAKE PEDAL)
- (09) STEERING ASSEMBLY (SPECIFIC AREA UNKNOWN)
- (65) STEERING WHEEL
- (66) STEERING WHEEL COLUMN
- (59) TRANSMISSION LEVER ON COLUMN
- (03) HARDWARE ITEM (SPECIFIC AREA UNKNOWN)
- (82) INSTRUMENT(S)
- (83) CONTROL KNOB(S) & LEVER(S) (FRONT)
- (84) PARKING BRAKE HANDLE IN FRONT
- (67) IGNITION KEY
- (06) MIRROR
- (04) HEATER OR AIR CONDITIONING DUCTS
- (01) AIR CONDITIONING OR VENTILATION OUTLET(S)
- (08) RADIO (BUILT IN)
- (58) ADD-ON TAPE DECK, RADIO, A/C
- (68) ROOF MOUNTED CONTROLS/CONSOLES

## REAR

- (88) SURFACE OF REAR INTERIOR
- (23) REAR WINDOW
- (39) REAR WINDOW HEADER
- (50) REAR SEAT CUSHION & BACK

## INTERIOR-GENERAL

- (11) TRANSMISSION SELECTION LEVER (LOCATION UNK.)
- (59) TRANSMISSION LEVER ON STEERING COLUMN
- (44) TRANSMISSION LEVER ON FLOOR OR CONSOLE
- (07) PARKING BRAKE HANDLE (LOCATION UNKNOWN)
- (84) PARKING BRAKE HANDLE IN FRONT
- (85) PARKING BRAKE HANDLE ON FLOOR OR CONSOLE
- (28) FOOT CONTROLS (INCL. PARKING BRAKE PEDAL)
- (29) FRONT SEAT-BACK(S)
- (51) FRONT SEAT CUSHION
- (50) REAR SEAT CUSHION & BACK
- (49) ARMREST ON SEAT
- (89) UNDER SEAT BOTTOM
- (33) RESTRAINT SYSTEM HARDWARE
- (34) RESTRAINT SYSTEM WEBBING
- (87) AIR CUSHION SKIN (AIRBAG)
- (47) AIRBAG (ACRS) COMPARTMENT DOOR/COVER
- (46) AIRBAG GAS
- (48) KNEE RESTRAINT
- (30) HEAD RESTRAINT
- (42) CHILD SEAT RESTRAINTS
- (43) CHILD SEAT
- (31) INTERIOR LOOSE OBJECT
- (32) OTHER OCCUPANT(S)
- (52) INTERNAL FLYING GLASS (FROM ANY SOURCE)
- (41) UNKNOWN INTERIOR SURFACE

## SIDES

- (20) SURFACE OF SIDE INTERIOR
- (19) HARDWARE ON SIDE OR DOOR
- (13) ARMREST ON SIDE OR DOOR
- (24) COAT HOOK
- (22) WINDOW GLASS (SIDE)
- (21) WINDOW FRAMES (SIDE)
- (26) ROOF SIDE RAIL
- (14) A-PILLAR
- (15) B-PILLAR
- (16) C-PILLAR
- (17) D-PILLAR

## FLOOR

- (40) FLOOR
- (27) CONSOLE ON FLOOR OR BETWEEN SEATS
- (44) TRANSMISSION LEVER ON FLOOR OR CONSOLE
- (85) PARKING BRAKE HANDLE ON FLOOR OR CONSOLE
- (28) FOOT CONTROLS (INCL. PARKING BRAKE PEDAL)
- (91) KICKPANEL

## ROOF

- (25) ROOF OR CONVERTIBLE TOP
- (10) SUNVISOR, FITTING(S) &/OR TOP MOLDING
- (26) ROOF SIDE RAIL
- (24) COAT HOOK
- (18) DOME LIGHT
- (39) BACKLIGHT HEADER
- (68) ROOF MOUNTED CONTROLS/CONSOLE
- (69) ROLL BAR

## EXTERIOR SURFACE OF CASE VEHICLE

- (37) OUTSIDE SURFACE OF CASE VEHICLE (SPECIFIC AREA UNKNOWN)
- (35) HOOD OF CASE VEHICLE
- (60) EXTERIOR OF CASE VEHICLE (E.G. OUTSIDE MIRRORS, ANTENNA, TRIM)
- (62) EXTERIOR SIDE ROOF RAIL OF CASE VEHICLE
- (63) TRUNK LID OF CASE VEHICLE
- (64) TIRES OF CASE VEHICLE

## BEYOND CASE VEHICLE BOUNDARY

- (36) AREA EXTERIOR TO CAR (SPECIFIC AREA UNK.)
- (70) HOOD OF OTHER VEHICLE
- (71) OTHER VEHICLE EXTERIOR HARDWARE (E.G. OUTSIDE MIRRORS, ANTENNA, TRIM)
- (73) EXTERIOR SIDE ROOF RAIL OF OTHER VEHICLE
- (74) HEADLIGHT OR FRONT GRILL OF OTHER VEH.
- (75) TRUNK OF OTHER VEHICLE
- (76) OUTSIDE SURFACE OF OTHER VEHICLE
- (77) TIRES OF OTHER VEHICLE
- (78) GROUND
- (79) WATER
- (80) EXTERIOR OBJECT (NOT VEHICLE, GROUND, OR WATER. PLEASE DESCRIBE.)

## PENETRATING OBJECTS

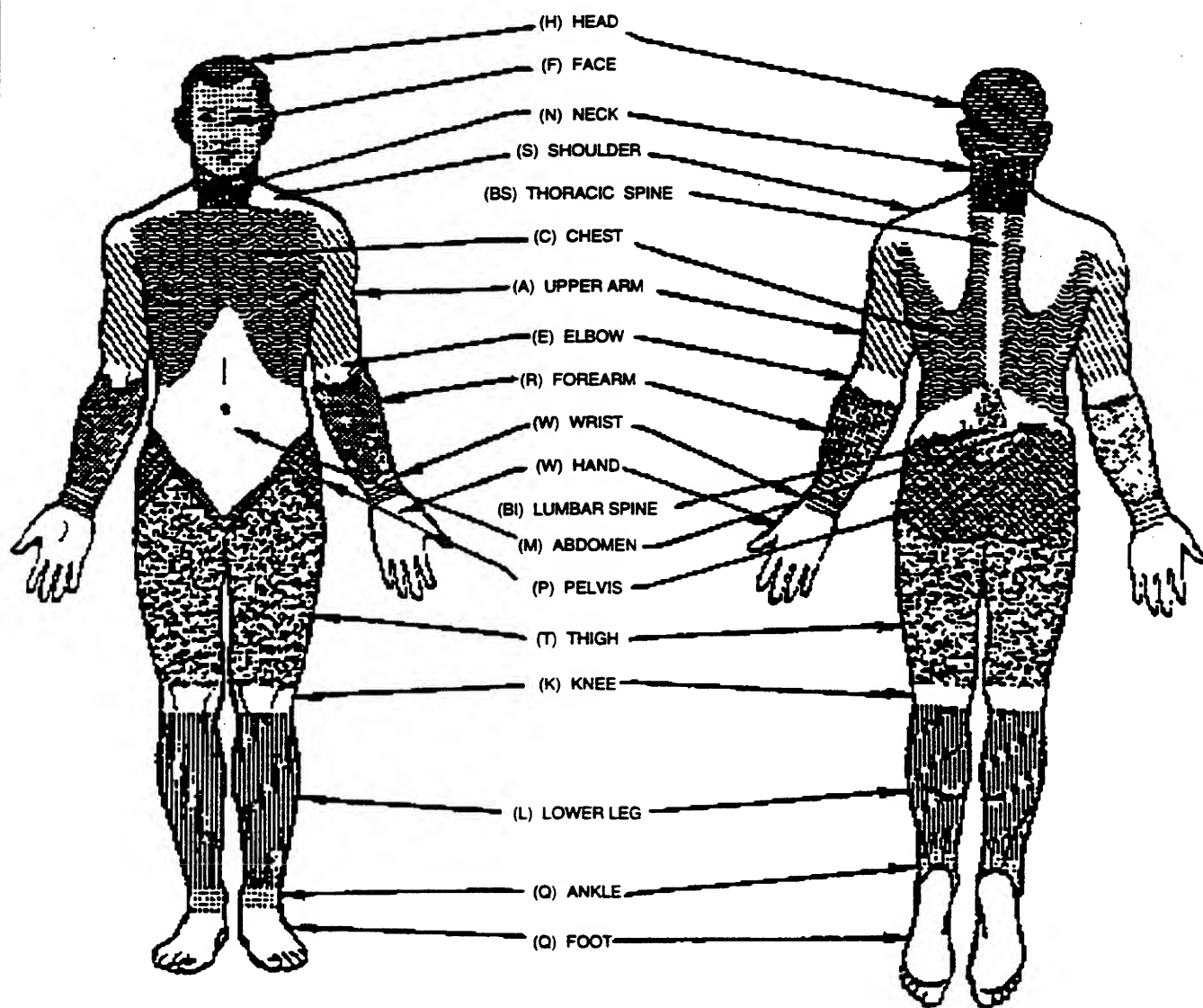
- (61) OTHER VEHICLE
- (72) OBJECTS (DESCRIBE)

## MISCELLANEOUS

- (00) NO CONTACT (INVALID FIELD FORM CODE)
- (38) OTHER (E.G. FIRE. DESCRIBE)
- (90) SPARE TIRE
- (96) INDUCED
- (97) EJECTED, UNKNOWN CONTACT
- (98) IMPACT FORCE, "WHIPLASH", HYPEREXTENSION/COMPRESSION
- (99) UNKNOWN AREA OF CONTACT

## INJURY CLASSIFICATION IC-3

THE FIGURE BELOW  
IS AN EXPLANATION OF THE BODY REGION CODES  
LISTED ON PAGE IC - 4.



### CODES FOR OCCUPANT INJURY CLASSIFICATION (OIC)

## 1 BODY REGION

- (H) HEAD/SKULL
- (F) FACE
- (N) NECK
- (S) SHOULDER
- (X) UPPER EXTREMITIES
  - (A) ARM (*UPPER*)
  - (E) ELBOW
  - (R) FOREARM
  - (W) WRIST/HAND
- (C) CHEST
- (M) ABDOMEN
- (B) BACK
- (P) PELVIC/HIP
- (Y) LOWER EXTREMITIES
  - (T) THIGH
  - (K) KNEE
  - (L) LEG (*LOWER*)
  - (Q) ANKLE/FOOT
- (O) WHOLE BODY
- (U) UNKNOWN

### 3 LESION

- (L) LACERATION
- (C) CONTUSION
- (A) ABRASION
- (F) FRACTURE
- (P) PERFORATION, PUNCTURE
- (K) CONCUSSION
- (V) AVULSION
- (R) RUPTURE
- (S) SPRAIN
- (D) DISLOCATION
- (N) CRUSH
- (M) AMPUTATION
- (B) BURN
- (G) DETACHMENT, SEPARATION
- (Z) FRACTURE AND DISLOCATION
- (T) STRAIN
- (E) TOTAL SEVERANCE, TRANSECTION
- (O) OTHER
- (U) UNKNOWN

#### 4 SYSTEM/ORGAN

- (S) SKELETAL
- (V) VERTEBRAE
- (J) JOINTS
- (D) DIGESTIVE
- (L) LIVER
- (N) NERVOUS SYSTEM
- (B) BRAIN
- (C) SPINAL CORD
- (E) EARS
- (O) EYES
- (A) ARTERIES
- (H) HEART
- (Q) SPLEEN
- (G) UROGENITAL
- (K) KIDNEYS
- (R) RESPIRATORY
- (P) PULMONARY/LUNGS
- (M) MUSCLES
- (T) THYROID, OTHER  
ENDOCRINE GLAND
- (I) INTEGUMENTARY (SKIN)
- (W) ALL SYSTEMS IN REGION
- (U) UNKNOWN

## 2 ASPECT

- (R) RIGHT
- (L) LEFT
- (B) BILATERAL
- (C) CENTRAL
- (A) ANTERIOR/FRONT
- (P) POSTERIOR/BACK
- (S) SUPERIOR/UPPER
- (I) INFERIOR/LOWER
- (W) WHOLE REGION
- (U) UNKNOWN

SEVERITY	SYSTEM	ORGAN	LESION	ASPECT	BODY REGION
1	2	3	4	5	6

**5 SEVERITY**  
**(OR "AIS", ABBREVIATED**  
**INJURY SCALE)**

(0) NONE  
(1) MINOR  
(2) MODERATE  
(3) SERIOUS  
(4) SEVERE  
(5) CRITICAL  
(6) MAXIMUM  
(9) UNKNOWN

1. Unit PN3705-98	Unit: Chest
2. Material: A. 1880 Blue oak	Walls: Green, Grey
3. 100% particle board, 1/2" thick panels	Floor: Concrete, Asphalt
4. 100% 40-year old laminate	Ceiling: Acoustic, Clay grid





PN 3705-98 #2



PN3705-98 #3



PN 3705-98 #4



PN 3705-98 #5





PN 3705-98 #6  
Best Available



PN 3705-98 #7



PN 3705-98 #8  
Best Available



PN 3705-98 89



PN3705-98 #10



PN 3705-88 #11



PN3705-98 #12



PN3705-08 #13





PN3705-98 #14



PN3705-98 #15



PN3705-98 #18



PN3705-98 #17



PN3705-98 #18



PN 3705-98 #19



PN3705-98 #20



PN3705-98 #21





PN3705-98 #22



PN3705-98 #23



PN 3705-98 #24



PN 3705-98 #25



PN3705-98 #26



PN3705-98 #27



PN3705-98 #28



PN3705-98 #29







LIMETICK →



PN3705-98 #33

REPLACEMENT  
OF LENS MUST BE DONE WITH  
PROTECTIVE COVER



PN 3705-98 #35

PN 3705-98

1998 Buick

Leisure Limited 4 door sedan

Black, grey, and tan

11.1 and 11.2 up 11.1 up 1.1 up

Upstart both were being displayed

11.1 11.2 11.3

